

The Hong Kong Telegraph

WEATHER FORECAST.
CHANGE.
Barometer 29.04

July 21st, 1912, Temperature a.m. 81, p.m. 86; Humidity 81, 70

(ESTABLISHED 1877)
Copyright, 1912, by the Proprietor

July 21st, 1911, Temperature a.m. 79, p.m. 82; Humidity 81, 83.

No. 8844

號九初月六年壬子

MONDAY, JULY 22, 1912.

一拜禮

號二十月七年七港香

\$36 PER ANNUM
SINGLES COPY 10 CENTS

TELEGRAMS.

EMPEROR OF JAPAN.

LYING SERIOUSLY ILL.

CONDITION GRAVE.

(Our Own Correspondent.)

Shanghai, July 21, 8.50 p.m.
Received, 9.17 p.m.

The Mikado is lying seriously ill with uraemia, and the latest bulletin shows that he is unconscious. There is a severe swelling in the abdomen.

The Empress has not left His Majesty's side since Friday, and other members of the Royal Family have been summoned to Tokyo from the Summer Palace. The Crown Prince is recovering from chicken pox.

The Mikado was noticed to be sitting on the 14th inst., but he was able to attend the State Council on the 15th.

ANOTHER ACCOUNT.

Router's
(Service to the "Telegraph.")

London, July 20.
Received 7.16 p.m.

Router's Tokyo correspondent cables that the Emperor is critically ill, and was unconscious yesterday.

Later.

The Mikado is suffering from typhoid fever.

CONDITION UNCHANGED.

London, July 21, 12 p.m.

Router's Tokyo correspondent states that the bulletin issued last evening shows the condition of the Emperor to be practically unchanged.

WORSE.

Later.

A bulletin issued at mid-day indicates a change for the worse in the condition of the Emperor, who is still delirious. He is suffering from serious urinary disease.

The Emperor has suffered from chronic kidney disease since 1900, and his present illness began on the 14th inst. with marked nervous symptoms, albuminuria and delirium.

CROWN PRINCE RELAPSES.

The Crown Prince was recovering from chicken pox, and on hearing of his father's illness he relapsed.

TOKYO'S GRIEF.

(Independent News Agency).
Tokyo, July 20th.

The whole city has been thrown into terrible grief at the news that H.M. the Emperor, who has been ill since the 14th inst., is now in a serious condition.

His Majesty has high fever, his temperature standing at 105. His illness has been diagnosed as glucosuria.

BAD SIGNS.

Tokyo, July 21.

His Majesty the Emperor is now in a comatose state, and his temperature stands at 104, his pulse registers 103 and his respiration is 32.

Later.

An official bulletin issued at 9 o'clock in the morning stated that there was no improvement in the Emperor's condition. The fever has fallen from 40.5 (centigrade) to 39.3, and his pulse from 104 to 100, though the latter is very irregular.

His Majesty is still in a comatose state, though occasionally he becomes delirious.

TELEGRAMS.

THE DARDANELLES.

THE ITALIAN RAID.

Router's
(Service to the "Telegraph.")

London, July 20, 6.5 p.m.
Received, 21, 5.10 a.m.

The Rome correspondent of Router says it is stated semi-officially that the Italian torpedo boats penetrated to the Dardanelles but were discovered by search lights and subjected to a heavy cross fire from the forts on both sides. They found Turkish warships anchored but fully prepared and promoted by steel cable obstructions. Consequently, the torpedo boats did not attack, but retired without sustaining damage.

VARIOUS VIEWS.

Later.

The Porte has decided not to close the Dardanelles, but to reduce the width of the Channel between the minefields. An Italian Note says it is absurd to suppose that five torpedo boats tried to force the Dardanelles, and ascribes the cannonade by the forts to panic. On the contrary, a Constantinople despatch last night declared that after the withdrawal of the torpedo boats, which apparently were trying to surprise the fleet anchored off Gallipoli, twenty-two warships accompanied by transports were sighted off the Straits.

CONTINENTAL SURPRISE.

London, July 20.

Received, 5.15 p.m.

The news of the attack on the Dardanelles was received with surprise and incredulity in Vienna and Berlin, where it was believed certain mysterious negotiations between Italian and German financiers with a view to promoting peace had been progressing hopefully.

INSIGNIFICANT DAMAGE.

Later.

Router's Rome correspondent says that detailed despatches regarding the Dardanelles raid show that the damage done by the torpedo boats was insignificant.

TURKISH GUNNERY

BLAMED.

Later.

The Italian newspapers, in announcing the withdrawal of the torpedo boats intact, thanks to the bad Turkish gunnery for failing to sink them after they had penetrated twenty miles up the Dardanelles. These heroes, the papers say, have written the most glorious page in the naval history of the world.

THE OLYMPIAD.

AMERICA LEADING.

London, July 21, 2.50 a.m.
Received 6.30 p.m.

Router's Stockholm correspondent states that the official return of points scored by the nations at the Olympiad, excluding yachting, is as follows:—America, 128; Sweden, 125; Great Britain, 76; Finland, 48; Germany, 47; France, 29; Denmark, 17; South Africa and Hungary, 16 each; Canada, Italy and Australia, 13 each; Belgium, 11; Norway, 10; Austria, 6; Russia, 5; Greece, 4; Holland, 3. It is expected the Swedes will head the list on the conclusion of the yachting, in which there are no American or British entries.

It is expected that Sweden will head the list at the conclusion of the yachting, in which there are no British or American entries. [It will be seen from the above points list that the British Empire totals 118.]

TELEGRAMS.

NEWS FROM NORTH.

SEVERE FLOODS.

(Our Own Correspondent.)

Shanghai, July 21, 8.40 p.m.
Received, 9.17 p.m.

Severe floods are reported from the Yangtze Valley, Southern Korea and Japan.

RUSSIA AND JAPAN.

SIGNIFICANT STEP.

Router's
(Service to the "Telegraph.")

London, July 20.

Received, 21, 12.25 p.m.

A St. Petersburg message to the "Times" states that an agreement has been reached between Russia and Japan providing for the joint defence of Manchuria and Mongolia in the event of either Power being attacked.

TELEGRAMS.

A SHANGHAI DEATH.

MR. MONTAGUE HARRIS.

(Our Own Correspondent.)

Shanghai, July 21, 8.50 p.m.
Received, 9.17 p.m.

The death has taken place from scarlet fever of Mr. Montague Harris, B.A., the well-known barrister, and a member of the firm of Hughes and Harris.

BISLEY.

KING'S PRIZE WINNER.

Router's
(Service to the "Telegraph.")

London, July 21.

Received, 12.25 p.m.

Private Fulton, of the Queen's Westminsters, won the King's Prize at Bisley.

Later.
Private Fulton is son of the Queen's Prizeman for 1888.

POLICE RAID ON NEWSBOYS.

Owing to the arrest of one of our newsboys by the POLICE yesterday afternoon, many of the boys became frightened and returned to this office with their papers unsold.

As a consequence of this arrest and fright, we NOW OFFER to all bona fide NEW SUBSCRIBERS to the "HONGKONG TELEGRAPH," whose names are enrolled during the month of JULY, the SPECIAL RATE of \$1.50 (half price) PER MONTH.

If the action of the police prevents the paper from being sold on the streets by newsboys, we will sell it direct from this office as well as deliver it to all our subscribers, old and new alike.

Hongkong, July 2, 1912.

THE INSURANCE ACT.

DEFIANT DOCTORS.

Router's
(Service to the "Telegraph.")

London, July 21.

Received, 22, 10.59 a.m.

The Committee of the British Medical Association has decided by 185 votes to 21 to recommend the profession to break off the negotiations with Mr. Lloyd George with reference to the Insurance Act.

The recommendation will be submitted to the annual meeting of the Association on Tuesday, which between 4,000 and 5,000 delegates are attending.

GERMAN CROWN PRINCE.

AFRICAN VISIT.

London, July 21, 2.50 a.m.
Received, 6.30 p.m.

The Berlin correspondent of Router states that the newspapers say the Crown Prince is projecting a visit to the German colonies in Africa, and may represent the Emperor at the opening of the last section of the Tanganyika Railway in 1914.

NOTED WRITER'S DEATH.

MR. ANDREW LANG.

Router's
(Service to the "Telegraph.")

London, July 21.

Received, 22, 10.59 a.m.

The death is announced of Mr. Andrew Lang, Hon. D. Litt. (Oxon), the famous writer, at the age of 68 years.

RURAL TRAGEDY.

MURDER AND SUICIDE.

London, July 21, 9.15 p.m.

Received, 22, 9.20 a.m.

Mr. Watts, a prominent landowner of Newport-Pagnell, in Buckinghamshire, was returning from church with his wife when he was shot dead by a gamekeeper who was under notice to leave. The gamekeeper then committed suicide. Mrs. Watts is a sister of Lady John French.

TELEGRAMS.

THE BRITISH PREMIER.

GROWING POPULARITY.

Router's
(Service to the "Telegraph.")

London, July 21.

Received, 5.59 p.m.

Mr. Asquith was busy yesterday receiving deputations and visiting. Everywhere he was ovated. In the evening he spoke at the Theatre Royal, Dublin, the crowds outside and inside being in a frenzy of enthusiasm.

TIT FOR TAT.

A meeting of suffragettes held at the Customs House was broken up by mobs who threatened to throw them into the River Liffey. Police, with truncheons drawn, removed the terrified women in handcuffs.

HOME RULE.

Mr. Asquith said a chaotic opposition cannot wreck the Home Rule Bill, which will go to the House of Lords before Christmas. Whatever the Lords did, they were no longer able to over-ride the judgment of the people. Home Rule was the first step in Imperial re-organization, of which it was the only solution. He was in no wise embarrassed by the threats of civil war and he did not believe there was any prospect of it. The British people would not tolerate the attempt of a minority to frustrate a great international settlement in which the Government had the sympathy of all the Dominions.

Four male suffragists were ejected from the meeting.

AN IMPERIAL TASK.

Later.
Mr. Asquith, in a speech at Liverpool, said his reception in Dublin was an unparalleled demonstration of enthusiasm, showing that Home Rule would add enormously to the strength of the Empire. He declared that no leader ever enjoyed greater devotion from his colleagues nor more strenuous support from his followers, all co-operating for the common purpose.

BACK TO LONDON.

Later.
Mr. Asquith has returned to London.

PERU ATROCITIES.

ANGLO-AMERICAN UNITY.

London, July 20, 3.20 a.m.

Received, 3.55 p.m.

Router's Washington correspondent states that the British and American Governments are in complete accord in their attitude on the question of the ill-treatment of natives of West Indies on the Peru rubber plantations. The United States have despatched, as a special agent, Mr. Fuller with instructions to see that Peru carries out her promise to punish the guilty.

HOME CRICKET.

FIVE DRAWN GAMES.

London, July 20, 8.5 p.m.

Received, 21, 5.19 a.m.

The Australians drew with Leicestershire, at Leicester. Northamptonshire and Yorkshire played a drawn game at Northampton.

Sussex and Hampshire drew at Eastbourne.

The game between the South Africans and Kent, at Maidstone, was drawn.

The Gentlemen and Players also drew at Lords.

PORTUGUESE AFFAIRS.

ANOTHER PLOT.

London, July 21, 2.50 a.m.

Received, 6.30 p.m.

Router's Lisbon correspondent states that a military plot against the Republic has been discovered at Evora (capital of the province of Alentejo). The leaders have been arrested.

TELEGRAMS.

THE CHINESE REPUBLIC.

NEW LOAN PROPOSAL.

(From Chinese Sources.)

Peking, July 21.

President Yuan intends to raise a foreign loan for the purpose of the relief of the flood sufferers.

WISE ORDER.

President Yuan will give orders to the provincial authorities to bind themselves to compliance with all Treaty stipulations concluded by the Manchu Government.—"Shat Po."

VICE-PRESIDENT RESIGNS.

Vice-President Li Yuan-heng has telegraphed to Peking and tendered his resignation.

JAPAN AND MANCHURIA.

Japan is exhibiting products from her possessions, colonies, and dependencies, including Southern Manchuria, Korea and Formosa. Wong Tai-shok, Chinese representative at Tokyo, has telegraphed to the Ministry of Foreign Affairs stating that a demand for an explanation should be made from the Japanese Government.

JAPANESE EMPEROR ILL.

His Imperial Majesty the Emperor of Japan is seriously ill.

CIVIL V. MILITARY.

Wu Han-man, Governor General of Canton, has telegraphed to the Central Government objecting to the idea of the separation of the civil government from the military government.

PRECAUTIONS.

There has been a rumour circulating of a rising against the provincial government of Hupeh. Vice-president Li, in anticipation of trouble, which may involve the foreign concessions, has called the troops into readiness.—"Shat Po."

CABINET TROUBLE.

Shanghai, July 21.

On the 19th inst., a meeting of the members of the State Council was held to nominate members for the new Cabinet under Premier Lu. Chan Chee-chai obtained 35 votes for the Ministry of Finance, Chang Chung-chung had 38 votes in his favour for the Ministry of Justice, Wu Wai-tak secured 36 votes for the Ministry of Communications, Shum Ping-kwan received 37 votes for the Ministry of Labour and Commerce, Wong Yun-man obtained 41 votes for the Ministry of Agriculture, and Sun Yuk-kwan was nominated for the Ministry of Education with 11 votes in his favour. However, these nominations were not approved and as a consequence the Government is uneasy, and Premier Lu has expressed his intention of resigning.

FORMER VICEROY DEAD.

Siu Ching, former Viceroy of Hupeh during the Revolution, died at a boarding house in Shanghai.—"Sai Kai Kung Yik Po."

PRESIDENT'S ADVICE.

President Yuan entertains the members of the State Council to-day and will advise them to expedite their decisions on the membership of the new Cabinet.

A RECOMMENDATION.

The Kwangai Provincial Council has telegraphed to the Central Government recommending the appointment of Shum Chun-heun, former Viceroy of Canton, as Commissioner of Interior for Kwangai province.—"Sai Kai Kung Yik Po."

NEWS FOR BUSY MEN.

Telegrams.

Mr. Montague Harris, the well-known Shanghai barrister, has died of scarlet fever.

The German Crown Prince is projecting a visit to the German Colonies in Africa.

Private Fulton, of Queen's Westminsters, has won the King's Prize at Bisley.

There are indications at Constantinople that grave political developments are impending.

Excluding yachting, America lead the way in the Olympic events, Sweden being second and Great Britain third.

Britain and America are in complete accord on the question of the ill-treatment of West Indies natives on the Peru rubber plantations.

Three hundred Chinese coolies employed on Dutch Government tin mines in the island of Banka have rioted, attacked the manager's office, and defied the troops.

The Emperor of Japan is critically ill with urinary trouble, and the Crown Prince, who was recovering from chicken-pox, has had a relapse on hearing of his father's illness.

Mr. Asquith has received markedly fervent ovations at Dublin. In a speech at Liverpool he declared that Home Rule will add enormously to the strength of the Empire.

It is reported that an agreement has been reached between Russia and Japan providing for the joint defence of Mongolia and Manchuria in the event of either Power being attacked.

The Committee of the British Medical Association has decided by a huge majority to recommend the profession to break off negotiations with Mr. Lloyd George regarding the Insurance Act.

A gamekeeper, who was under notice to leave, shot his master, Mr. Watt, a well-known landowner of Newport-Pagnell, as the latter was returning from church with his wife. The gamekeeper then committed suicide.

LOCAL.

Mr. William Archer, the famous dramatic critic, is in Hongkong and has a good word to say of its beauty. He sails for India on Wednesday.

Four American bluejackets appeared at the Police Court this morning. They stood charged with breaking a window, valued \$17, at 59, Wyndham Street, last night, and behaving in a disorderly manner. The charge was withdrawn.

Three men and a woman were charged, at the Police Court, this morning, with stealing 72 lbs of peanuts valued at \$6. Mr. d'Almada stated that there had been a series of thefts from cargo entrusted to the care of the defendants. Mr. Kong Sing said that this kind of thing had been going on for hundreds of years. A remand was granted.

The death occurred this morning of Mr. A. C. Squair, accountant in the "South China Morning Post" offices, in most tragic circumstances. He had been unwell for some weeks but had returned to business. Early this morning he was found in a bath-room in the Royal George Hotel, where he was staying, with his throat cut. He died some hours later.

Notice



**FINEST OLD DUTCH
GIN & LIQUEURS.**



FINEST OLD SCHIEDAM

\$14.00 per Case of 12 Quarts
INCLUDING DUTY.

SAMPLE BOTTLES FREE
LIQUEUR GLASSES

GRATIS

to regular buyers on application
to the

SOLE AGENTS FOR SOUTH CHINA.

MACLEWEN, FRICKEL & CO.,

4, DES VOEUX ROAD.

Shipping

? GOING HOME?

WHY NOT

A Holiday
at Home,
and a way
to get
there that's
a holiday.

See the beauties of Japan, of Honolulu (the
Paradise of the Pacific) of California, of Colora-
do, and the fascinations of Niagara, San Fran-
cisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the
deservedly famous U. S. MAIL Steamers of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed.
"Homes on the Water." Wireless Telegraphy.
Submarine Fog Signals. Excellent String Orchestra.
Meals for epicures under the superintendence of
caterer of International Repute.

THE COST: is not more by this route with its unrivalled
opportunities, than by any other route. For a
return ticket to London the cost is but \$120, including
berth and meals across America. To San Francisco via
Japan and Honolulu the cost is \$45. For the INTERME-
DIATE SERVICE First Class accommodations are provided
for \$43 to London (return ticket \$74) and to San Francisco
\$25. SPECIAL RATES to officers, Army, Navy, Consular
or Civil Service, on application.

STEAMERS.

Steamers	Tons	Starting	TUESDAY,	1912
MONGOLIA	27,000	"	Aug. 6,	1 P.M.
KOREA	18,000	"	Sept. 3,	1 P.M.
SIBERIA	18,000	"	Sept. 17,	1 P.M.

INTERMEDIATE.

NILE	11,000	"	July 30,	1 P.M.
PERSIA	9,000	"	Aug. 27,	1 P.M.

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier).
Telephone No. 141.

FRED J. HALTON,

Agent.

Shipping

**BRITISH INDIA S. N.
CO., LTD.**

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
Kobe, Hongkong and Rangoon.

EASTWARD.

The S.S. "ITOLA" 5,257 tons, Captain W. W. Tucker, will be des-
patched for YOKOHAMA and KOBE on the 31st July, at Noon, to be followed
on the 10th August by S.S. "MUTTRA," Captain W. Carey, taking Cargo
and Passengers at current rates.

WESTWARD.

The S.S. "ITINDA" 6,251 tons, Capt. A. J. Evans, will leave Hong-
kong for SINGAPORE, PORT SWETTENHAM, PENANG and RAN-
GOON on the 27th July, at Noon, followed by the S.S. "ITALA,"
Capt. H. W. Tallent on the 3rd August at Noon, taking cargo and passengers
at current rates.

The above Steamers have excellent saloon accommodation for passengers and
are fitted with all modern conveniences.
For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,
AGENTS.
Telephone No. 215,
Hongkong, 19th July, 1912. [147]

Notices

**THE LEEDS FORGE CO.,
LTD., LEEDS.**

Specialists in the Manufacture of RAILWAY ROLLING STOCK
of every description.

Pioneers in the Design and Manufacture of
PRESSED STEEL UNDERFRAMES and BOGIES and ALL-
STEEL RAILWAY WAGONS.

The Undersigned have been appointed Sole Agents in
Hongkong and China.

**THE TAIKOO DOCKYARD & ENGINEERING CO.,
OF HONGKONG, LTD.**

Agents,
BUTTERFIELD & SWIRE.

Hongkong, 23rd September, 1911. [142]

Hotels

HONGKONG HOTEL
A LA CARTE GRILL ROOM.
Now Open.

Hongkong, 20th April, 1911.

J. H. FAGGART,
Manager. [25]

GRAND HOTEL.

NOTED FOR THE BEST FOOD, ACCOMMODATION, CLEAN-
LINESS, AND COLD DRINKS.
UNDER EUROPEAN SUPERVISION.

Tel. 197.

E. REICHMANN, Proprietor.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel, Recently renovated, and under
entirely New Management. Large and Comfortable Rooms, Excellent
Cuisine under the supervision of an Experienced FRENCH CHEF, and
separate Tables, Hot and Cold Baths, Electric Light throughout. Terms
moderate. First Class accommodation for Families and Tourists.
For particulars and rates apply to

Telephone 170

Telegram: "Astor."

Proprietors. [24]

**OPEN AIR SKATING RINK
at
BELLE VIEW HOTEL**

Telephone No. 907.

Sessions: 10 a.m. to 12 Noon. 2 p.m. to 4 p.m. Admission 25 cents.
5 p.m. to 8 p.m. 9 p.m. to 11 p.m. Admission 50 cents.
String Band will play at the above Hotel every Sunday, commencing from
1 p.m. to 10 p.m.

W. GALLAGHER, Manager. [22]

**KING EDWARD
HOTEL.**

Under Entirely New
Management.

Thoroughly Renovated.

Excellent Cuisine.

H. HAYNES,

Manager.

Hongkong, 16th Jan. 1912. [55]

**THE TAIWAN
RAILWAY
HOTEL.**

TAIPEH, FORMOSA.

Under the Direct Management of the
Taiwan Railway Dept.

EXCELLENT CUISINE AND
GOOD SERVICE. RATES
6 YEN AND UP.

Uniformed hotel porter meets all
trains and steamers. Luggage are
ranged for without any trouble to
guests.

Hongkong, 1st Feb. 1912. [132]

Diss Bros
TAILORS

1, WYNDHAM STREET (Flower St.) ESTABLISHED 1900. [48]

S.O.A.E.O.

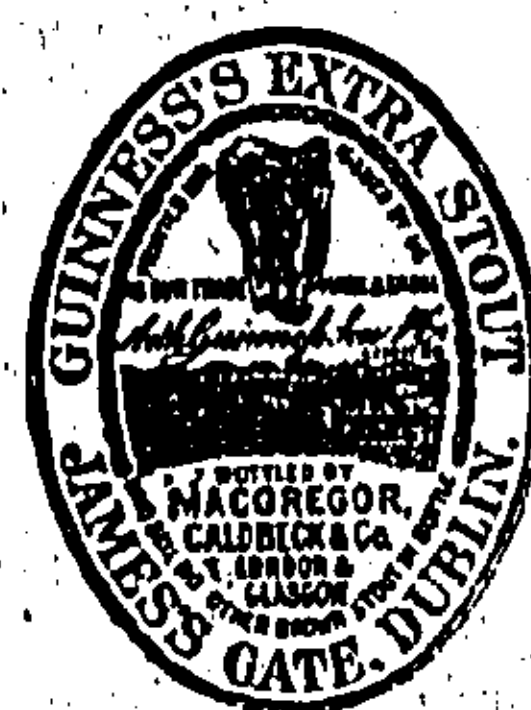
FABRIC EAST OXYGEN AND ACETYLENE CO., LTD.
AUTOGENOUS WELDING.

repair of boilers and hulls, welding of cracks.
Renewing of corroded plates by addition of metal.
Welding of broken pieces of any kind of metal.

OFFICE: St. George's Building, 2nd Floor, Telephone 1033. [45]

Notices

**GUINNESS' STOUT,
THE WELL-KNOWN
"HORSEHEAD,"**



BRAND.

Sole Agents,

**CALDBECK
MACGREGOR & CO.**

HONGKONG, SHANGHAI, SINGAPORE, TIENTSIN
and KUALA LUMPUR.

Hongkong, 25th January, 1912. [46]

FOR SALE

BOX'S EXCHANGE TABLES.

1/8 To 1/10

APPLY

"HONGKONG

TELEGRAPH.

FOR SALE.

Old China Curnio.

A fine lot of China Vases:

- 1 Sung de buet (Ming Dynasty)
(about 14 inches high).
- 1 Hong Hse black ground with red rose.
(6 inches).
- 1 Hong Hse black ground with red rose.
(6 inches).
- 1 Hong Hse black ground with white rose.
(6 inches).
- 1 pair blue and white square shaped black ground
with seasonal flowers.
(12 inches).
- 1 pair blue and white black ground with five colour
rose.
(12 inches).
- And a lot of brown colour, white colour, pink
colour, blue, and blue, and blue, and blue, and blue,
Hong Hse five colour, Kich, Long five colour,
apple red, etc.

These vases are seldom to be seen in
any part of the world. They are famous
for their beauty and effect.

Purchasers are respectfully requested
to call at WING SHING HONG,
No. 37, Bonham St. West, Hongkong.
Hongkong, 6th July, 1912. [502]

**GREEN ISLAND CEMENT
COMPANY, LIMITED.**

PORTLAND CEMENT.

in Casks of 375 lbs net

In Bags of 250 lbs net

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 16th August, 1901. [36]

**THE CHINA PROVIDENT
LOAN AND MORTGAGE
CO., LTD.**

(CAPITAL PAID UP...\$1,250,000.)

Loans on Mortgage of House Property
&c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

2nd Office of

TRUSTEE, EXECUTOR OF

WILLS, ATTORNEY, &c.

Uncertained and Executed.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 16th March, 1908. [12]

THE FAMINE IN CHINA.

EIGHT Famous Districts with an

area of 30,000 square miles.

TWO and a half million people

fasting starvation.

PLEASE SEND YOUR CONTRI-
BUTION TO-DAY.

IT WILL HELP TO SAVE LIFE.

Treasurer, H. O. GULLAND, Esq.

Manager, International Banking Cor-
poration, Shanghai.

Hongkong, 24th January, 1912. [11]

OUR
CONTEMPORARIES.

South China Morning Post.

Italy and Turkey.

One can scarcely imagine Italy
seeking to drive the war into the
"sick man's" capital. Disaster
in attempting this folly would
most certainly turn the tide of
fortune against her. She ought
to pause and consider the risks.
What can twenty-two warships
and transports accomplish when
the heights at the approaches to
Constantinople are manned by an
army of 180,000 men, with a full
complement of artillery, perfectly
organised and ready to concentrate
at shortest notice on any given
point? There is no strategic
position along the coast, even
of minor importance, that is not
defended by both mountain and
field artillery. Would Italy
throw away all her chances of
bringing the Turks to terms, by
hurting her few transports
against such a rock? The game is
one of patience, and the side
which can wait longer is sure to
win. The chances are all in
favour of Italy. There is dissen-
sion in the Turkish camp. A
house divided, it is said, cannot
stand, better therefore that Italy
should wait for the house to fall
than rush in haste and be killed
by a stray brick.

China Mail.

Germany's Navy Programme.

While the Supplementary Esti-
mates are at present being
discussed, it is especially interest-
ing to inquire into Germany's
programme of construction.
According to the scheme for 1913
to 1917 it is as follows:—For
1913, three large armoured ships;
one additional, one replacing the
Ersatz Woerth, and one armoured
cruiser replacing the Hertha.
For 1914, one armoured ship to re-
place the Ersatz Kaiser Friedrich
II.; one armoured cruiser to re-
place the Viktoria Luise.
For 1915, one armoured
ship to replace the
Ersatz Kaiser Wilhelm II., one
armoured cruiser replacing the
Freyta. For 1916, one second-
class armoured ship added; one
armoured ship in replacement of
the Ersatz Kaiser Wilhelm der
Grosse, and one armoured cruiser
replacing the Hansa. For 1917,
one armoured ship replacing the
Vineta. It will thus be seen
that in the next five years,
including this year's additional
ship, there is the intention to lay
down three additional ships for
the British Navy.

Daily Press.

Chinese Problems.

Perhaps nothing illustrates
better the hopeless amount of
guesswork that takes the place of
statistics than does the question
of the numbers of population.
For the whole country we have
an estimate of 270 millions (by
Mr. Rockhill), 316 millions (by
the Board of the Interior), and
420 millions (by the Maritime
Customs), while the man in the
street always puts it at 400 mil-
lions, or four myriad myriad—a
number which is possibly as ac-
curate as any, any much easier to
remember. In the separate pro-
vinces the same thing occurs in
Anhui, the Customs estimate is
38 millions, and that of the Board
of the Interior just over 17 mil-
lion; in Chekiang the Board
makes the population 17 millions,
and the Customs put it at just
under 12 millions; whilst in the
case of Szechuan we have the
choice between 23 millions (the
Board's figure), 45 millions (Sir
Alexander Hosie's estimate), and
a Customs figure of nearly
79 millions. This is bad
enough, and a sufficient ob-
stacle to anything approach-
ing scientific government and
just taxation, but other equally
vital statistics are altogether
wanting. No one could say how
much land in any province, or
prefecture, or district is liable to
taxation; all that is known is that
the district or prefecture or pro-
vince has sent up a certain
quotum every year in the past, so
as long as the official can get
somewhere near this figure every-
one is satisfied, though probably
a reassessment of the land-tax
based on an accurate survey and
uniform currency, would result
in an increase of at least 100 per
cent. in the yield without any
additional burden on the
taxpayer—but, with the
man's profit would vanish.

**WM. POWELL,
LIMITED.**

**FURNISHING
DEPARTMENT.**

NOW SHOWING
THE LATEST DESIGNS

PRINTED

TABLECOVERS

FAST COLOURS.

LARGE STOCK

OF

CRETONNES

CURTAINS, DRAPERIES

AND

LOOSE COVERS

MODERATE PRICES.

William Powell,

Limited.

FURNISHERS.

GENERAL NEWS.

Electric Cables in Japan.

According to a report by the Commercial Attaché at Yokohama considerable progress has been made in Japan in the electrical department of the rubber industry, and the immediate future is considered to be promising. The principal difficulty is in connection with the lack of experienced technical men, for, although up-to-date machinery is employed, there are no native rubber chemists owing to the youth of the industry. The manufacture of insulated wire has already had its influence in checking the imports of the European products. Three of the largest mills have installed plant to make lead-covered cables, and this step is likely to have an important influence on the imports of this class of manufactures.

Singapore Mortality Returns.

The mortality returns for Singapore, issued by the Registrar of Births and Deaths show that during the week ending June 29, there were 306 deaths, giving a ratio per mille of population of 48.18, including 21 deaths at St. John's Island, and of 44.87 excluding those deaths. Malaria, fever accounted for 48 deaths, phthisis 23, convulsions 20, beri-beri 21, cholera 25 (20 imported), bronchitis 15, dysentery 29, pneumonia 12. Thirty-seven children under three months of age died. The nationalities were represented as follows: Europeans 2, Chinese 249, Malays 37, Indians 15. The deaths from malaria fever shows a decrease in the number reported last week of 14, while cholera returns have decreased from 42 to 25.

To Fly Across the Atlantic.

Mr. Harry Atwood recently visited the plant of the Goodyear Company at Akron, Ohio, to inspect progress of the manufacture of the parts of the special machine with which he will attempt to fly across the Atlantic Ocean this year. Mr. Atwood is very certain that he will be successful in his perilous undertaking, and expects to make the trip in 48 hours. "Atmospheric conditions," he says, "will be best for such a flight in June or July, and I hope to have my apparatus all ready and arrangements all complete by then."

Sixty Years without going Home.

The "Cable-news American" states that the venerable Father Lucio, a priest of the Dominican order, is lying at the convent of his order in Manila, at the point of death. Padre Lucio came to the Philippines in 1852 and has spent the entire sixty years of his life here without once leaving the country. He was at one time a parish priest and rose in the ecclesiastical scale until he became the head of the order. He is now 76 years of age.

British Vice-Consul's Marriage at Manila.

At the archbishop's palace, Manila, on July 15, Miss Maria Teresa de La, the third daughter of Senor Alvarado Betran de La, of Manila was married to Mr. B. T. Pease-Smith, His Britannic Majesty's Vice-consul General. The ceremony was performed by Father Volz, O. P.

The young married couple left on the Minnesota for the United States, where they will visit the bride's brother-in-law, Sr. Opiso, who is practicing law in Washington, D. C. They will then make a trip to Canada and from there to England.

Well sinking in the Philippines.

The new deep well apparatus received recently by the Bureau of Public Works has been sent to Santa Cruz de Malabon, Cavite. It is proposed by the bureau to begin a campaign of Artesian well making in Cavite province. The first of a series of wells now planned will be drilled at Santa Cruz de Malabon. Deep wells will be sunk also at San Francisco de Malabon, Novalena, Rosario, Cavite Viejo, Bacoor, Imus and Dasmariñas.

Locust Destruction in the Philippines.

The work of destroying the locust young is going on rapidly in several of the towns of Occidental Negros. A destructive caterpillar has been found in the sugar cane in some parts of the island.

ANENT THE TITANIC.

American Naval Officer's Comments.

Mr. Herbert Satterlee, late of the U. S. Navy, contributes a fantastic yet eminently practical article on some lessons of the Titanic, to a recent number of the "Outlook." This takes the form of a dialogue between some passengers on an Atlantic liner. The following explains the introduction of an extra skipper:—

The "Commandant."

"He's the man that was invented after the Titanic disaster. He is one of the ship's officers. Sometimes the fourth or fifth. He has nothing at all to do with the navigation. Of course he is under the captain, like all the rest, but he has particular charge of the crew and the safety of the passengers in time of accident. He drills the crew in port, inspects all safety devices, and is answerable for them. He makes out what are called the station bills for fire and collision quarters. Those are the lists which show where every one on board is to go in time of emergency, and just what each of the crew is to do. You will find the part that applies to you posted up in your room. He is probably going over the boats at this present minute, and instructing the deck crew, or else opening and closing every water-tight door, or you may find him looking over his fire hose or getting the chief engineer's report on the pumps. He's busy every hour, inspecting or drilling, until we reach the other side."

"How very interesting!" interrupted the lady, slipping her arm through her husband's. "Yes," continued their informant, "and very necessary. You see at the time the Titanic was launched, the ship had grown to be too large for any one man to be responsible for everything. It was humanly impossible. Of course the chief steward ran all the hotel part of it, but the very immensity of size made the inspections and drills too much in connection with the navigation, and so they were not well done, and in port the captain had to have absolute freedom from responsibility and get some badly needed rest."

Life-Boats.

On the boat deck the travellers found twice as many boats as they had seen on the Pacific steamer. The davits were different from any they had ever seen. Ronald had never seen many—in fact, none except those on the P. & O. steamer on which he had come out from England, and the Maru vessels, because he had spent seven years in the interior of China as a mining engineer—but he noted all mechanical appliances with a trained eye and was interested.

He made the acquaintance of a quartermaster through the medium of an American coin left over from their flight by rail across the continent.

"Now sort of davits, are they not?" he asked.

"Yes, sir," answered the quartermaster. "Automatic. The boat's crew and passengers can get in the boat while she is in the chocks and load her to her full capacity. When you get the order you press this button, if the electric power is still on, and the motors working, or throw this lever if it's off, and the chocks fall away. At the same time the boat swings outward, and both falls pay out at the same time. Neither can go down faster than the other, and no matter how heavy the load, the boat can't lower faster than the speed at which the machine is set. When she rests on the water, the hooks are released and she's free."

"They were invented after the Titanic disaster. For about two years we did little but experiment with davits and every kind of patent contraptions. But a thing has to be 'fool-proof' to be of any practical use. It has to work in freezing weather, and when everything's wet and swollen, and when a man's excited and all his fingers are thumbs, or it's no good at all. But nothing's ever 'paint-stuck' or rusty now-days, with a commandant on the job! You see, in nine hundred and ninety-nine times out of a thousand, you can only use the boats on the lee side where it's sheltered from the wind and sea, and you'd have to have boats

enough for all hands on each side of her. It wouldn't be possible. These boats will hold all the passengers."

The Unsinkable Ship.

On this point, it is the Captain who speaks. "The problem of the fireproof building and that of the unsinkable ship are practically identical. That problem is to restrict the area of possible damage so that no injury can occur which imperils the integrity of the entire structure. It is the same question that the medical profession had in isolating infection. You, who were a trained nurse during the Chinese Revolution, will understand what I mean, madam. The International Maritime Conference that met soon after the Titanic disaster, adopted standard structural designs, and the British Board of Trade and all other national bodies controlling ship-building, backed by the marine underwriters, enforced them."

"And what are the main features?" interrupted Ronald. "Why, granting that steel is, and always will be, the ideal material, it was the development of the water-tight compartment. The double bottom was carried up the sides well above the 'Plimsoll mark,' or deep-load water line. The coal bunkers or oil tanks run fore and aft next to the inner sides and are compartments in themselves. There are fore-and-aft bulkheads as well as transverse ones—or those that run across the ship. All bulkheads are carried up to the boat deck. The engines and boilers are in a coffer-dam. The only openings in this are for the ascending and descending ladders, the bunker chutes, and the passage to the shaft-alley; and all these, except the ladders, can be shut off from the bridge. This ship has forty-eight main compartments, and three times as many subdivisions between her double skins. If you want to realize what a honeycomb she is, go with the commandant on one of his inspections," he concluded, laughing.

Wireless.

"I noticed," said Ronald, "that there were two 'aerials,' or wireless 'antennae,' up aloft. Why is that? You know," he added, turning to his wife, "I pointed out to you two sets of wires overhead when we were on the boat deck."

"Because there are two sets of wireless instruments on board," answered the Captain. "When there was only one set and it was 'tuned' for long distance, it could not receive even the most important message from a vessel just below the horizon. As a matter of fact, one 'aerial' would be sufficient for both systems, but we carry two to provide for an emergency."

International Control:—A Marine Court Judge then takes up the tale.

"Well, as for international control of steamship lanes," said Mr. Varnum, "it has practically existed for years. The great steamship companies themselves inaugurated the idea. It cannot be too rigid, however, and therefore had better be kept free from officialdom. The captains and managers of the various lines have always watched the matter very closely, and the system must be so elastic that the lanes can be shifted very quickly. The advisable turning-points, or 'corners,' and latitudes for one season may be quite different the next. And they differ from week to week. Our own Hydrographic Office (a branch of the United States Navy) has always indicated them with promptness and reliability. It is a splendid work, well administered, and most valuable to seafaring men. For instance, a very large but quite detached field or group of fields of ice may drift down into the west-bound or northerly lane. The lanes are immediately drifted further south, the ice keeps on drifting and gets into the newly prescribed lane, and then it may be better to shift back to the north again, rather than to keep on shifting to lower latitudes ahead of the drifting ice. That is all thoroughly well understood and well carried out thanks to the modern system of reporting."

Speed.

"And about international control of speed?" Mrs. Forbes Smythe suggested, after a pause. "It would be absolutely impracticable," answered the lawyer. "In the first place, not even

Prepaid Advertisements.

ONE CENT PER WORD

for each insertion.

TO LET.

TO LET, in a well furnished house in good locality a Bedroom with verandah. Private Bathrooms, Electric Light. Suitable for two friends or married couple.—Apply "English," c/o "Hongkong Telegraph," Hongkong, 20th July, 1912. [534]

TO LET on 2nd Floor No. 2, Pedder Street. One roomed Office. Apply Property Office, Jardine, Matheson & Co., Ltd., Hongkong, 22nd May, 1912. [538]

OFFICES in King's Building. "Raffles," 11 Conduit Road, from 1st June. Apply to THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED. [539]

the expert of the maritime nations could frame a code that would meet all conditions. Moreover, the managers of the companies themselves, who know the vessels in their service and the requirements of their business better than any one else, cannot do more than impose general principle of conduct on their captains. Every rule must be subject to the discretion of the captain of a ship. He is the man who is responsible for her navigation. He is selected mainly for his experience and proficiency in seamanship. When a captain is once familiar with the tactical qualities of his ship, when he knows her turning radius, her steering gear, her loadway, and her backing power, he can tell better than any board or commission what to do in an emergency. He must judge whether it is best to run slow, at a speed under which he can stop and back readily but can only change his line of direction slowly, or whether he had better "let her out"—that is, go fast—so that the speed will enable him to clear an obstruction or pass through a danger zone or perhaps turn quickly. Of course the modern steering gear and twin screws make turning easy. It's varying the line of direction in which a vessel of large tonnage is moving that often makes the avoidance of danger difficult. A captain must always rely on his own judgment in an emergency, not on rules or regulations. No captain would be worth his salt who ever did otherwise."

Marine Glasses.

Later, the Captain is again appealed to.

"And, Captain," do the lookouts use marine glasses?"

"Never on my ship," he said, with a laugh; "or spectacles or a monocle or anything else that gets blurred with fog or dampness. Glasses are all right for the officers on the bridge to help identify a light or object reported from the crow's-nest, but would ruin the value of a lookout. Good eyesight is the one thing for that, and the most alert men with the best eyes are the only ones sent aloft."

Mr. Satterlee concludes with the remark: "The human brain can calculate an eclipse, but it cannot compute the combinations of circumstances or unusual and extraordinary conditions that may occur on the great ocean. Man can avoid many dangers, he can multiply the means of safety and methods of rescue, but he cannot annihilate the 'peril of the sea.' The prayer 'For those at Sea' may be forgotten, but not until the 'Last Chantry' has been sung will it be superfluous."

Bowdlerising in Japan.

The attention which the Tokyo police have been paying to "undermann's" "Heimann" would have gratified the late Dr. Bowdler, although the author may regard them with different feelings. The play, which has just been produced in Tokyo, has been so altered and expurgated, that in the last act Magda sits at the foot of a clergyman and reforms into a "good" dear, and faithful woman. Whether this treatment is due to Japanese admiration of our dramatic censorship is an interesting speculation.—"Globe."

KEEP YOUR EYES OPEN

There will appear in this space very shortly an item that will interest you greatly.

LOOK OUT FOR IT.

GARNER, QUELCH & CO.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP

The Peak,
near the Tram Terminus
Tel. 56.
For Terms apply to the
MANAGER.

Notice

TO KEEP

COOL

WEAK

THE

LIGHTEST

WEIGHT

AERTEX

CELLULAR

TO BE

OBTAINED

at

SHAW'S

only.

IN TENNIS, DAY, TUNIC and

underneath. FRUNK DRAWERS

J. T. SHAW

HONGKONG HOTEL.

21, Queen's Road.

CONCRETE REINFORCEMENT

THE LOCK WOVEN WIRE MESH SYSTEM.

Selected after competition with all other systems by the Advisory Board to His Majesty King George V as the sole reinforcement to be used in the construction of the New Water Works for Windsor Castle.

FULL PARTICULARS AND PRICES FROM
THE UNITED ASBESTOS ORIENTAL AGENCY, LD.,
SOLE AGENTS.

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents,
Bankers, &c.

Head Office for the Far East:—14, D33 VICTORIA ROAD, HONGKONG.
SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, Water Street.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.
Cable Office:—LUDLOW STREET, LONDON, E.C.

SHIPBUILDERS, SALVORS, AND REPAIRERS, BOILERMAKERS, FORGEWASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

THE WELDING AND CUTTING OF METALS
By the OXY-ACETYLENE SYSTEM
Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.
Hydraulic and Pneumatic Tools, installed throughout the Works.

THE TAIKOO DOCKYARD & ENGINEERING CO.,
OF HONGKONG, LIMITED.
TAIKOO DOCKYARD, HONGKONG.

GRAVING DOCK
787ft. by 84ft. by
34ft. 6in.
Pumps empty Dock in
2 1/2 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displace and, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE on Quay—ELECTRIC OVERHEAD CRANES throughout the Works RANGING UP TO 100 TONS.
50-Ton HYDRAULIC TESTING MACHINE for CRANKS, WIRES, ROPE, RIVETS, ETC.
Business given for Docking, Repairs to Hull and Machinery, Constructional Work.

DOCKYARD MANAGER, Mr. J. REID, can be seen between the hours of 11 A.M. and Noon.
MANAGERS AND AGENTS:—AT THE TOWN OFFICE.

BUTTERFIELD & SWIRE,
HONGKONG, CHINA AND JAPAN.

WATSON'S E

VERY OLD LIQUEUR.

SCOTCH WHISKY.

A BLEND OF THE FINEST PURE
MALT SCOTCH WHISKIES.

For over 30 Years WATSON'S 'E' has maintained

the reputation of the FINEST SCOTCH

WHISKY in the FAR EAST.

A. S. WATSON & CO., LTD.

ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS.

29

BIRTH.

GRAINGER.—On July 15, 1912, at Shanghai, the wife of S. J. Grainger, of a daughter.

MARRIAGES.

BYERS-PRYNN.—On July 16, 1912, at Shanghai, before the American Acting Consul-General W. R. Dorsey, the Rev. George D. Byers, of the American Presbyterian Mission, Hainan, to Miss Clara L. Prynn of Chicago. The ceremony was performed by the Rev. G. F. Fitch, D.D., of Shanghai.

DOUGLAS-REYNOLDS.—On July 16, 1912, at the Holy Trinity Cathedral, Shanghai, by the Rev. Dean Walker, M.A. Sarah Jane, third daughter of William Reynolds of Ramsey, Essex, to Robert Hinde, second son of Thomas Harigud Douglas of Edinburgh, Scotland.

DEATH.

HANCE.—On July 10, 1912, at Swatow, Reginald Julian, the infant son of Mr. and Mrs. J. H. Hance.

The object of this paper is to publish correct information, to serve the truth, and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union

The Hongkong Telegraph.

HONGKONG, MONDAY, JULY 22, 1912.

AN UNFORTUNATE PROPOSAL.

What the Kwangtung Commissioner for Education had in mind, when he proposed to do away with the teaching of Confucianism in the schools, is particularly hard to determine, when it is considered that the teachings of Confucius constitute a moral code, governing the duty of man to his neighbours and having no theology as a basis which could be displaced by the acceptance of any new faith. Confucianism, like Taoism, deals with the affairs of this life, while the Eastern worship of a God seems to be left to Buddhism and that older religion, to which it has grafted itself, and has eventually absorbed. For nearly twenty-five centuries the Chinese have looked to Confucius for their morals. His doctrines, collated after his death, taught virtue for virtue's sake, not for the hope of reward nor for the fear of punishment. He taught of loyalty to the sovereign, of filial piety, but, in contradistinction to the great theology of the west, declined to teach his disciples to return good for evil, suggesting that justice would be a more suitable *quid pro quo*. It may be that by reason of the fact that Confucius taught of loyalty to the sovereign that he has fallen beneath the ban of the zealous Commissioner. Perhaps the letter of the law has been mistaken for the spirit, for only such a misconception of meanings can explain, though it cannot excuse, what would be a most inexcusable retrogression.

As was only to be expected, a spirited protest has been made against the attempted innovation. It is not hard to realise what will be the result to future generations if Confucianism goes the way of the old order of things. The Chinese will be left with a national religion, a belief in a God-whose presence may be ignored until pacification and intervention is necessary—a priesthood disdained by the populace, and a liturgy, written in Chinese character and reproducing the Indian sounds, which is learned by heart by priests who have not the slightest idea of its meaning. The last state will be worse than the first. At present in Confucianism the Chinese have a code of the highest morals; it might almost be spoken of as a series of regulations for good living; an ensurer of amity and peace. The Chinese have already separated religion from morals—a thing which the West has not yet done—but if the teaching of the latter is to go by the board, we have little hope for any long retention of the former.

Confucius is essentially the ideal model for republicanism; a philosopher of the democracy, a man of whom a writer of 80 B. C. wrote "Countless are the princes and prophets that the world has seen in its time—glorious in life, forgotten in death. But Confucius, though only a humble member of the cotton-clothed masses, remains with us after numerous generations. He is the model for such as would be wise. By all, from the Son of Heaven down to the meanest student, the supremacy of his principles is freely and fully admitted." The past speaks, as ever, to the present. It is not yet the prerogative of any Chinese reformer to do away with anything that has kept celestial morals what they have been these centuries past. But the proposal is symptomatic of the haste with which some Chinese leaders would do away with ancient things which have endured for centuries and have served a useful purpose. That ill considered haste is one of the most unfortunate signs of the times.

DAY BY DAY.

Some of the most important things in life are things that every one knows and that hardly any one ever says.

Obstruction.
A batch of men were fined small sums at the Police Court, to-day, for causing obstruction.

Amputation.
At the Police Court, to-day, a man was fined \$10, or in default fourteen days, for being in unlawful possession of six rounds of ammunition.

More Revenue.
Three men found guilty of being in unlawful possession of opium, at the Police Court, to-day, were fined \$40, \$30 and \$10 respectively.

A Useful Annual.
We are indebted to the Japanese Consul for a copy of the twelfth financial and economic annual of Japan which is a most comprehensive and useful volume.

Alleged Gamblers.
Four alleged gamblers were remanded this morning by Mr. D. Melbourne. Bail was fixed at \$100 for the first and second defendant, and \$10 for the third and fourth.

A Missing Umbrella.
A fine of \$5 or, in default, seven days imprisonment was imposed on a Chinese at the Police Court, this morning, for being in unlawful possession of an umbrella.

Death of well-known China Merchant.

Mr. H. Ollerdoorn, well-known in all the coast-port business circles has just died in Shanghai at the age of fifty. His death has come as a grief to a very large number, for in business and social circles he was extremely popular.

St. Albans Voyage.
The E. & A. Mail steamer "St. Albans" arrived last evening. Captain Pigott reports having left Kobe at 8 a.m. on the 16th. The vessel experienced light to moderate S.W. monsoon down to Sung Yung, where the wind gradually veered round to NE, and continued to blow from there right through.

A Mass of Filth.
A man practically naked, who was so filthy that the police did not care to touch him, appeared before Mr. Melbourne, at the Police Court, this morning, charged with begging. Defendant said he had been in the Government Civil Hospital and there vaccinated. He admitted he had previously been before the Court. A fine of \$5, or in default seven days was imposed.

Sir H. de Sausmarez on Holiday.
Sir Haviland de Sausmarez left Shanghai by the P. & O. s.s. Oriental on the 17th inst for Japan, where he is to spend an extended holiday. Lady de Sausmarez is already in Japan, where she will be joined by Sir Haviland. They will remain there until the first week in September, and thereafter the judge will proceed to Tientsin to hear cases there, after spending a few days in Shanghai.

Victoria Theatre.
Miss Addie Leigh was in particularly good voice on Saturday and Sunday night, at the above theatre. Despite the fact that she sang to a comparatively sparse house on Saturday, the popular soprano received big and hearty rounds of applause; and, at the conclusion of her second song, "If the stars were mine," three or four handsome bouquets were handed up to her. Miss Leigh has a charming voice and a gracious, taking manner; and keen theatre-goers will not fail to seize the opportunity of hearing her before her Hongkong engagement ends.

Hongkong and Polo.
The annual polo tournament was to begin at Shanghai last Saturday. Upon the subject of interport polo the "N.C. Daily News" observes that Hongkong is very keen on sending a team to Shanghai this year, although it is Shanghai's turn to go to Hongkong to compete for the Keswick Cup. Present appearances indicate that it will be almost impossible for Shanghai to get together a representative team, and as regards Hongkong's suggested visit to Shanghai it is extremely doubtful whether any of the military men can secure leave. At the moment it is therefore highly problematical whether we shall see any interport matches this year.

Prometheus Arrives.
H.M.S. Prometheus arrived in the Harbour this afternoon.

Discharged.
At the Police Court, to-day, a man was charged with being in the grounds of St. John's Cathedral for a felonious purpose, he being a reputed thief. He was discharged.

A Stupid Detective.
"I never know such stupid man as this is," said Mr. Irving this afternoon, at the Police Court, when a Chinese detective was giving evidence in a case of alleged armed robbery at Yau-mat.

TYPHOON SIGNALS.

In our issue of Saturday we mentioned the fact that the typhoon signal at the upper terminus of the Peak Tramway had been removed and was not in use. As soon as the attention of the worthy Superintendent of the High Level Tramway was thus directed to the matter he at once placed the signal in position where it may now be seen.

The Superintendent appears to be ever ready to at once adopt any suggestion which is likely to be appreciated and of service. This is a case in point.

TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory at the American Consulate General to-day at 12 noon:—

Manila, July 22, 11.35 a.m.: Cyclone or typhoon W. of Balintang Channel moving N.W. or N.N.W.

From the position of this typhoon and its direction it may approach uncomfortably near Hongkong.

A JOURNALIST AND JAPAN.

Well Known Dramatic Critic's Views.

Mr. William Archer, the well known London journalist and dramatic critic, is at present in Hongkong, having been for some time past travelling in Japan. On Wednesday he leaves for Colombo in the s.s. Yorok and hopes to be a few weeks in India.

Speaking of Hongkong to a "Telegraph" representative, Mr. Archer remarked on the beauty of the place, and likened the Peak to a park while Canton he found more interesting than Peking which he has also visited.

While Mr. Archer is not touring in the East on business—he came because he wanted to see Japan—he has been paying special attention to Chinese and Japanese theatres, many of which he has attended in both countries. The object is one of research, for he is endeavouring to ascertain the effect of the Chinese theatre on that of Japan. Up to the present, he remarked, the study of the two theatres has been followed from a purely literary point of view, while he is studying it as far as stage craft is concerned. Mr. Archer is enthusiastic over Japan and its merits as a pretty country, and, while he agrees that the civilization of the island empire is derived from the Chinese, he finds that the Japanese have improved on, and beautified it, very considerably.

"While the Chinese seem to appreciate ugliness," he said, "the Japanese have a veritable genius for prettiness—I would not say beauty, but simply prettiness. If you see anything ugly in Japan you may be sure that it has been imported direct from China."

DEATH FOR GAMBLING.

Mr. Chan Kwang-ming is taking drastic measures in the province of Hupui for the suppression of gambling on pain of punishment by death. He aims Shanghai's turn to go to Hongkong to compete for the Keswick Cup. Present appearances indicate that it will be almost impossible for Shanghai to get together a representative team, and as regards Hongkong's suggested visit to Shanghai it is extremely doubtful whether any of the military men can secure leave. At the moment it is therefore highly problematical whether we shall see any interport matches this year.

SHANGHAI.

There has just appeared from the press of Messrs. Sherman, French & Co., Boston, a book entitled the "Cable Game" by Stanley Washburn. This is an interesting work descriptive of the varied and exciting life of a War Correspondent.

The story is well told and holds one's attention to the end. We commend it, to all interested ponder in Journalism to the general reader as well.

We of the China Coast will ponder over the following, quoted from its pages.

A few days later saw me and my grinning Ethiopian disembarked on the Bund at Shanghai. The place looked familiar enough, for I had spent weeks there, and this was my fifth visit. Every time I left, I felt that I had made a distinct addition to my information as to the wickedness of the world; and every time the desire rested heavily on my mind to write a story about this cosmopolitan mushroom on the China Coast; but each time I held my hand as I realized that fate might well bring me back to it; but now that Shanghai is some ten thousand miles away, and the chances of seeing the people who might read such story remote, I feel that I cannot pass it over without a few comments.

Geographically, the Chinese city is almost at the end of the earth. Morally, one could say, without any hesitation, it is at the end. The only place that can compete with it for demoralization and unrestriction is Port Said. The two are neck and neck for laurels of this description. Shanghai is the final bit of dead water to which the flotsam and jetsam of the stream of life seems to drift and then stop in utter stagnation. People who have failed to make good in all other quarters of the world seem to turn naturally towards the China Coast, and Shanghai lures them as the candle does the moth. There are remittance men as thick as sparrows in spring time. These creatures are the black sheep and young-uns, or other undesirable members of well-to-do families who are allowed so many pounds a quarter by their loving friends, on the sole condition that the cash must be paid anywhere "east of the Canal." They drift along through India, over to Burma, peninsula and with short stops at Singapore and Hongkong, they start straight for their final collapse in Shanghai, where they meet shoals of their fellows, consuming bad whiskey and soda at the bars of the various hotels. These gentlemen form a strong and populous element in the community. Next we find a large colony of alleged business men who had failed to accumulate the fortunes to which their alleged abilities are supposed to have entitled them, and who have come out to China to sell some one a gold brick. These two classes form the matrix of the foreign untaxed residents. Then we have the men who are actually attached to some business house with their home office in the States, or back in Europe. These are for the most part doing short sentences, and are fairly respectable. Lastly we have the Shanghai business man who is one of the most strenuous gentlemen of his kind to be seen the world over. He speculates in shares, of which there is an enormous variety in Shanghai. The operations on the Chicago wheat pit and the New York stock exchange in days of a panic are mild in comparison to the fluctuations observed on any ordinary day's business in Shanghai stocks. The result is people are losing and winning fortunes every few hours.

At 11 o'clock everyone who has the entrance begins to drift towards the Shanghai Club. By noon the bar is packed. At 2 o'clock the rush is over, and only those that have fallen by the way remain castaway on sofas. In race week or holidays, sofas are as few and far between as snowballs in Hades. At five o'clock the rush begins again, and lasts until the early hours of the morning. Everybody in Shanghai drinks, mostly in excess. It is the only place I know of where young men, with incomes of from \$50 to \$100 Gold a month are able to spend twice that sum in a week on their establishments; yet this is unquestionably the case. I knew of one young man making perhaps \$20 Gold a week, who in a year failed for \$10,000. At no time, as far as I could ever learn, did he ever have any assets worth mentioning. This remarkable means of living is fostered by the so-called "chit" system. The "chits" are small bits of paper on which ones writes an I. O. U. for any commodity or service conceivable. Any man who has a position can sign a chit at almost any bar, store or divo in Shanghai. The young men of the clerk class proceed to do this with great effect, and ready cash is used for speculative purposes, while their immediate wants are met by the simple process of signing "chits." If they are successful in their speculation, they pay the "chits" and all goes well. If they fail, and are unable to meet their obligations, they either commit suicide or go to Chefoo or Tientsin until the trouble blows over, which it soon does as there are so many other men in the same boat. After a few months of this precarious life about the China Coast, back they come, and if they are unable to get employment, they fall back into a semi-vagrant class, which helps to swell the already large population of this sort. The wealthy men of the place are mostly young fellows of the kind described, who have prospered in their investments. They go in heavily for all sorts of deals and speculations, Chinese concessions, promotion schemes and similar enterprises are created, to be sold at home with great advantage. Every week fortunes are made and lost, and everybody, nearly, is happy and irresponsible. The methods of doing business are quaint, and to the westerner somewhat astonishing. Every man who is connected, in even the most remote way, with a business deal, comes in for a squeeze of some sort. I know of a case where one man had a boat to sell, and another man, who had learned the description of the boat (for the names of the gentlemen are withheld [by the middleman] lest the latter be out out entirely) was eager to snap it up for use in running the blockade. Both the buyer and the seller were eager to meet each other, but the only man who knew them both declined to disclose their names until he was paid a commission sum of \$5,000. If you meet a man, and he introduces you to another man, who makes you acquainted with a third party who sell you a commodity, number one and two block all negotiations until the seller consents to share the spoils with them. The result is that after a business deal has gone through so many hands, there is not much left for anyone in particular. The tendency is for the man who has commodity and the man who has the price to combine, and exclude the line of grafters who would stand between, hence the gentleman who profits on the legitimate business men veil all their negotiations until almost the last moment in a business deal. The names of the actual parties are withheld from each other by the "go-between" for fear that the gentleman will commit and exclude them from profit.

A volume might easily be written in description of the various habits of the men, women and children who lead the fierce pace of foreign life in Shanghai, but the requirements of space demand that I pass over such a tempting analysis of a degeneracy and vice with these few comments.

Religions in Australasia.

Official statistics just issued as to the relative positions of religious denominations in the Australasian Commonwealth show the following results:

Anglicans	1,710,443
Roman Catholics	921,425
Presbyterians	558,330
Methodists	547,808
Unitarians	2,175

The Salvation Army adherents have decreased by 4,435 in less than ten years, and the Presbyterians increased by 132,231.

There are 3,084 avowed Agnostics in the Commonwealth.

NOTES AND COMMENTS.

An Important Subject.

An important pamphlet, dealing with a subject of most vital importance to the entire Empire, has been issued by the Imperial Maritime League. The object of the pamphlet is to draw attention to the fact that no fewer than 138 British admirals have given solemn warning, in a letter to the Prime Minister last year, that, in view of the immense areas of ocean which present naval conditions "leave practically devoid of any naval protection, it is clear that any sudden and unexpected outbreak of hostilities would find the greater part of our sea-borne trade defenceless against any attacking force existing in the neighbourhood," and "that the presence of such attacking force, in the unhappy event of war with any maritime power, appears now to be assured by the convention signed on behalf of England in November 1900, which leaves it open to any foreign power to convert its merchantmen into men of war (whenever it chooses to begin hostilities) without previous notification of the vessels so employed."

What It Wanted.

In view of this position and of the years which must elapse before any adequate number of commerce-protecting cruisers can be built, the League is strongly urging the expediency of at once arming and preparing a selected number of British merchantmen, to match armed foreign merchantmen. A strong committee of the League has been formed in the House of Commons and the greatest effort is being made to press the necessity of this step on the attention of the Public at home. All of which means no more than that Europe is still hysterically afraid, and that, as we have urged before, a strong and really sane man is wanted.

Precept and Example.

A London daily comments on the fact that Mr. Bon Tillett was dining at Frascati's amid a merry throng, and "smoking a large cigar and refreshing himself with wine and liquors," on the self-same day whereon he had published, in a Labour paper, the following description of the plight of the strikers' wives and children: "A box of pieces of dry bread is held aloft. The children and the women's hands are thrust out eagerly, almost like claws. There are quivers and anxious movements of fingers, and earnest shoots out of eyes. 'Egad! ye bloated parasites, ye lords, ye wantons, ye inept! Can you see the work of your crazy hands and brains? They are merely asking for bread, herrings, scraps—now; they are demanding for the future all the best in the land. Compare scraps, herrings, bones, and bread with the dinner menu of the well to do!'"

But was it quite Good Form. Alas; we do not—we cannot—love Mr. Tillett; his past performance, *Cogitation, et verba, et opera*, have put that out of the question. Nevertheless we do—and always shall—love common fair play and common decency; and in the same measure as we object to this somewhat hysterical agitator's dragging in the question of how the well-to-do live, we regard any comment on his own private proceedings as being in questionable taste. Mr. Tillett committed no sin in smoking a cigar and drinking a liquor or two, so long as these were not paid for out of the strike funds. Even St. Francis of Assisi, had he accepted an invitation to a royal banquet, would not have lost credit for his every-day life of charity and self-denial thereby; and, for aught our contemporary knows to the contrary, the labour-leader may have placed every penny of his superfluous cash to the credit of the strikers' account before he consented to sit at meat with sinners and revellers, and dine on the fat of the land.

Portuguese and the Far East.

In advocating before the Portuguese Senate the retention of the Portuguese Legation at the Vatican, Senhor Vasconcellos, Minister for Foreign Affairs, said that if the appointment of priests in the East was abolished, the influence at present exercised by Portugal would pass into foreign hands. The Senate decided to maintain the legation.

TELEGRAMS.

TURKISH POLITICS.

UNCONSTITUTIONAL DEMANDS.

Router's
(Service to the "Telegraph.")

London, July 20.
Received, 5.15 p.m.

A proclamation which the Sultan read to the troops after the Belamlk yesterday mentions that certain officers had submitted unconstitutional demands, and urges the troops to observe discipline and abstain from politics, as the development of tendencies to the contrary encouraged the enemy to approach the gates of the capital.

It appears the demands mentioned in the proclamation were formulated after a meeting of officers at the Ministry of War, which delegated Nazim Pasha and Hadi Pasha to wait on his Majesty to demand the dissolution of the Chamber and the appointment of Kiamil Pasha as Grand Vizier.

A GRAVE SITUATION.

London, July 21, 1.25 p.m.
Received, 22, 12.25 a.m.

Router's Constantinople correspondent states that a belief prevails in competent quarters that grave developments are pending.

The Committee of Union and progress, abandoned by the Army and unwilling to withdraw gracefully, is running extreme risks in order to preserve a last hold on power, but the temper of the Army is clearly shown in the demands presented to the Sultan, insisting on the appointment of Kiamil as Grand Vizier and the dissolution of the Chamber.

CHINESE COOLIES RIOT

ON DUJIN TIN MINES.

London, July 20, 6.5 p.m.
Received, 21, 5.19 a.m.

Router's Hague correspondent says that three hundred Chinese coolies rioted at the Government tin mines on the East Indian island of Banka. They attacked the manager's office and killed one person. They defied the troops who fired on them, killing six and wounding twelve.

INTERPORT SHOOT.

Shanghai Retire and Singapore
Take the Shield.

Interesting information has just come to hand concerning the Interport Shoot.

Shanghai, in a most sportsmanlike manner, has retired from this year's competition through an accident in not complying with the rules governing the competition. It will be remembered that this has formed the subject of a deal of comment of late.

As a result of Shanghai's retirement, Singapore will take the shield this year.

We observe that the "N. China Daily News" learns that the Secretary of the Shanghai Rifle Association has written to the other ports interested, withdrawing Shanghai's score. "It may be remembered that on the first occasion Shanghai fired under wrong conditions, and as soon as the mistake was discovered the other ports were communicated with. Upon the suggestion of Hongkong, Shanghai fired a second time under the correct conditions, and on that occasion put up an even better performance than before. Objections, it is understood, have been forthcoming, and as a result of these Shanghai has written withdrawing the scores. In these circumstances Singapore appears to be the winner."

Another F. R. C. I.

Mr. Malcolm B. Shelly, (of the Federated Malay States) has been elected a Fellow of the Royal Colonial Institute.

FOR HUNDREDS OF YEARS.

Alleged Cargo Cribbing.

Three men and a woman were charged before Mr. Melbourne, at the Police Court, this morning, with stealing 72 lbs. of pea-nuts valued at \$8.

Mr. D'Almada o Castro appeared for the prosecution and Mr. Otto Kong Sing for the defence. Mr. D'Almada asked for a remand, explaining that this larceny was one of a series of thefts from cargo entrusted to the care of the defendants who were owners of a cargo boat.

Mr. Kong Sing:—It is the same old tale; this has been going on for hundreds of years.

Mr. D'Almada asked for bail to be fixed at \$100.

Mr. Kong Sing thought his Worship should make the bail a light one as the people were not likely to run away.

A remand was granted, bail being fixed at \$50 in each case.

AMERICAN SAILORS AT THE COURT.

Charge Falls Through.

Four American blue-jackets named J. H. Hutchinson, M. J. Dwyer, G. Turner, and L. Starnes appeared before Mr. E. A. Irving, at the Police Court, this morning.

They stood charged with breaking a window valued \$17 at 59 Wyndham Street, last night, and behaving in a disorderly manner. The complainant did not appear, to prosecute, and the charges were withdrawn.

STAFF ORDERS.

Leave of absence on private affairs, to the neighbouring countries, is granted to Lieut. Colonel H. D. Staepole, A.P.D., from August 1 to October 10.

Privilege leave is granted to Captain E. A. Maude, 27th Punjab, from August 4 to September 30.

Leave of absence on private affairs, to the neighbouring countries, is granted to Captain K. E. Warden, 1st K.O.Y.L.I., from July 23 to September 13.

The leave of absence granted to Lieut. E. H. V. Hodge, L.M.S., 20th Punjab, viz., from July to August 30, is cancelled.

Major F. C. Sambourne-Palmer, 13th Rajputs, arrived in the Command, per P. & O. "Delta" on the 17th instant, on appointment as officiating Double Company Commander, 8th Rajputs.

Lieut. J. O. Benthie, 8th Rajputs, returned from furlough per S.S. "Mishima Maru" on the 16th inst.

A TRAGIC DEATH.

The death occurred this morning, of Mr. A. C. Squir, accountant in the "South China Morning Post" Offices, in most tragic circumstances. The deceased man, who had been employed in his last berth for only a few months, was formerly on the indoor staff of the Hongkong Whampoa Dock, where he was employed for a good number of years.

He had been unwell for some weeks and was away from business for a fortnight recently, and was being attended by Dr. Bellios for eye trouble. An improvement manifested itself and he returned to his duties about two weeks ago.

Last night he dined with the manager of the Royal George Hotel, where he was staying, and, having finished his meal, said he would go out for a walk. Later, it appears, he retired to his room.

This morning he was discovered by the house boy with his throat cut, and medical assistance was summoned; and though he was still alive, no hope was entertained of his recovery. He passed away quietly shortly afterwards.

Mr. Squir was well known in the Colony; he was of a quiet disposition and was well respected by all who knew him; earnest and industrious, painstaking in all his endeavours. His death will come as a surprise and shock to the many friends he has made, and much sympathy is felt for his relatives.

The funeral takes place this afternoon, the cortege passing the monument at 4.30 o'clock.

MARINE COURT.

This morning at the Marine Court before Commander C. W. Bookwith, R.N., two boatmen were charged with mooring their craft within 100 yards of low water mark in a prohibited place, and during prohibited hours, on July 21, and with failing to produce their licences when called upon to do so by a police officer on the same date.

Each man pleaded guilty and was fined \$5.

The first charge was also preferred against five boat people who were fined \$5 each.

PLAGUE RETURNS.

The plague returns show a notable decrease for last week.

The total number of cases was 24 (14 in the city of Victoria and 10 in other districts) and the deaths numbered 22. There were 4 cases of smallpox in districts outside the city.

The total number of cases of plague since January 1 is 1,705 and the total deaths 1,977.

ALLEGED ARMED ROBBERY AT YAUMATI.

The three men who stand charged with committing an armed robbery at Yaumati again appeared before Mr. E. A. Irving, at the Police Court, this afternoon.

Evidence of arrest was given by the police and evidence of identification in the case of the first defendant.

The case had not concluded when we went to Press.

VOLCANIC DUST A DANGER.

Rain Mixed with Suspended Ash Formed Sulphuric Acid.

Cordova, Alaska, June 12.—Although six days have passed since the Katmai volcano burst forth in eruption, there has been little relief here from the volcanic smoke and ash which hung low over the mountains. A real danger here from the volcanic action was made apparent last night when a heavy rain began to fall, the water, mixing with the ash in the air, forming sulphuric acid, which burned painfully whenever it came in contact with any one's face or hands.

Before the cause was realized, many persons received painful burns in the eyes, although none was severely injured. Analysis of the drinking water showed that it contained sulphuric acid, and physicians directed householders to use lime-water as a counter-irritant.

CANTON NEWS.

A Local Rising.

(The "Telegraph" Correspondent.)

Canton, July 20.

Several hundred ruffians are playing havoc with the people of To-kaw, in Tung Koon district. The gendarmerie stationed there attempted to restore order, but without avail. On the 18th inst., the magistrate of Tung Koon despatched over 100 troops to the scene, by the steam launch Tung Ping.

When the launch passed the place, the ruffians stopped her and discharged a volley of shots. The assistant coxswain was killed on the spot, and several troops were wounded. In the end the launch had to be put back to Tung Koon. All the ruffians were fully armed, and were led by Ng Pei-tai, an ex-Revolutionary Commander of the "Tai" Regiment.

On account of the shortage of funds, the Governor-General of Fukien has telegraphed to the Central Government for aid. The Ministry of Finance has in turn telegraphed to the Canton Governor-General asking him to transfer \$100,000 to the Governor-General of Fukien from the funds collected by the Canton provincial government for assisting the Central Government to defray expenditure. The Governor-General has directed the Commissioner of Finance to remit the money to the Fukien Governor-General. The Commissioner of Finance has, through the Hongkong and Shanghai Bank and the Bank of Taiwan, accordingly remitted by T.T. two sums of \$50,000 to the Fukien Government.

SIR F. LUGARD

Presents Loyal address of Hongkong Chinese to the King.

On May 24, His Excellency Sir Frederick Lugard was permitted to present to His Majesty the King and Emperor, in behalf of the Chinese resident in Hongkong, the loyal address on the occasion of his coronation. His Majesty has been pleased to express great admiration at the beauty and artistic workmanship of the embroidered address, the carved case which contained it, and the ivory carved balls which formed the handles. His Majesty has commanded Sir Frederick Lugard to convey to the Chinese of Hongkong his great appreciation of the loyal terms in which the address was couched, and has graciously requested that the Chinese Community of Hongkong might be informed of the deep interest which His Majesty takes in their welfare.

CHINESE RAILWAY CAPITAL.

Sometimes ago, says the "Hankow Daily News," Mr. Wu Han-man, the Governor-General, telegraphed to the Governor-General of Kwangsi, Yunnan, Kweichow and Szechuan suggesting joint representation to the Central Government for permission to construct the Yunnan-Kwangsi Railway with capital to be raised in the five provinces named. Mr. Wu suggested at the same time that Dr. Sun Yat-sen should be requested to bring the scheme to a successful issue. The Governor-General of Yunnan has now replied favouring the idea and expressing the opinion that the other Governors will approve the scheme.

PLANNED MORE TITANIC BOATS.

But White Star Directors Would Not Heed Builders' Warning.

London, June 10.—Alexander Carlisle, director of Harlan & Wolff, the Belfast shipbuilders, was among the experts who testified at the Titanic inquiry to-day. He said unqualifiedly that there were not enough boats on board the Titanic, and declared he had said so over and over again to Lord Pirrie and others.

He had prepared alternative plans arranging for four boats and two boats on each pair of davits. The plans were submitted to J. Bruce Ismay, while Harold A. Sanderson, another director of the White Star Line, and Mr. Alison were present. Neither of the plans was utilized, because the Board of Trade had not insisted on an increase in the number of boats.

IN PRAISE OF THE PEAK RAILWAY.

Mr. Tom Wright, of the "Strait Echo," who recently had a difference of opinion with the Penang magistrates as to what the newspaper man may and may not print, has been belauding the Peak Railway. He says:—"I lived four years in Hongkong, and can assure local employers that a railway such as takes Hongkong workers up the Peak would be to their interests here. A man keeps fitter, and needs fewer holidays, if he can spend a night now and then in higher, purer air. The Peak Railway has turned the hilly uplands of Hongkong into a residential quarter easily accessible, where before was only a hotel and a few Government sanatoria. On our hills, here, there is space for a new Georgetown, and I look forward to seeing them dotted with easy bungalows, where our Mems and bairns can spend as much time as they like, and save us the expense of sending them home so frequently. It will also save us Doctor's bills. A motor road will not do it. We must have the railway."

Americans in Tasmania. Out of a total population in Tasmania of 192,410, there are not more than a dozen Americans known to the Consulate, these being doctors and dentists and a mine manager. The American Consul mentions that a daily service of American motor cars carries passengers between the two chief towns of Tasmania, Hobart, and Launceston—120 miles apart—in successful competition with the Government Railway.

LAW LIST.

Supreme Court.

Original Jurisdiction.
July 25.—Full Court, re Wa Cheong Kee v. Prussian National Insurance Co. of Stettin. Motion for security for costs.

Appellate Jurisdiction.
July 30.—Fook Lung Firm v. Yan Wo Firm.

Summary Jurisdiction.
Before Mr. Justice Gompertz.—Tuesday, July 23.—Chan Chow, trading as Chek Sin Tong v. The On Mow Hing Kee and Keung To managing partner. Ottar Singh v. Liu Shiu Ping. Wednesday.—Miss Emma Hamilton v. H. W. Looker.

DON'T FORGET.

To-day.
Bandmann Opera Co., Theatre Royal.

Tuesday, July 23.
Christian Science Lecture, City Hall.

Wednesday, July 24.
Extraordinary General Meeting, Star Ferry Co., Ltd., 12.30.

To-day's Advertisements.

"SHIRE" LINE OF STEAMERS, LTD.
NOTICE TO CONSIGNEES.
FROM EUROPE

THE Steamship

"CARMARTHENSHIRE," having arrived from the above port, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 6 p.m. 29th inst., will be subject to rent. All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined on SATURDAY, 27th inst., at 10 a.m. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd. Agents.

Hongkong, 22nd July, 1912. 535

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.
NOTICE TO CONSIGNEES.

THE Steamship

"COBLENZ," having arrived, Consignees of Cargo are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 28th of July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th of July, at 9.30 a.m.

All claims must reach us before the 3rd of August, 1912, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

JAPAN-CHINA-AUSTRALIA LINE.

FOR KOREA AND YOKOHAMA.

THE Steamship

"COBLENZ,"

Captain L. Klingel, will leave for the above places (TO-DAY), MONDAY the 22nd inst., at 8 p.m.

This splendid Steamer is specially fitted for Passengers and is installed throughout with Electric Light. A duly qualified Surgeon and Stewards are carried.

For Freight or passage apply to NORDDEUTSCHER LLOYD, BREMEN.

General Agents.
Hongkong, 22nd July, 1912. 67

STOP

DO YOU WANT GOOD, CLEAN & WHOLESOME BUTCHERS MEATS
COME TO US WE GUARANTEE SATISFACTION.
THE DAIRY FARM CO., LTD.

CUNLIFFE, DOBSON & CO.

don't intend to compete in price with the very low-priced wines sold, which are often only claret in name; but what they do undertake to do is to give the best possible value at each of the prices quoted, and they guarantee that their wines are pure Bordeaux and are entirely made from grapes grown in the Bordeaux district.

The following wines are guaranteed pure Bordeaux Claret free from drugs, colouring or added matter:—

Medoc. St. Emilion.
Medoc Superieur. Ch. Pontet Canet.
St. Estephe. Ch. Leoville.

Bottled and shipped by CUNLIFFE, DOBSON & CO.

(EST. 1804.)

GARNER QUELCH & CO.

SOLE AGENTS.

Tel. 636.

ASAHI

BEER

SAFETY

BEER

SAFETY

SAFETY

SAFETY

SAFETY

SAFETY

SAFETY

SAFETY

SAFETY

SAFETY

SAFETY

SAFETY

SAFETY

SAFETY

SAFETY

SAFETY

SAFETY

SAFETY

SAFETY

SAFETY

SAFETY

SAFETY

SAFETY

SAFETY

SAFETY

SAFETY

SAFETY

SAFETY

SAVE YOUR EYES.

If your sight is falling, or your eyes trouble you come in and have them examined. It costs you nothing.

WE ARE PRACTICAL OPTICIANS.

And can grind any lenses, or make a screw to a pair of Spectacles, on the premises. Don't throw your frames away; have them repaired by

N. LAZARUS,

OPTICIAN.

1A, D'Agallur Street, Hongkong.

Hongkong, 29th June, 1912.

THE MOST DELICIOUS NATURAL MINERAL WATER

IN THE WORLD!

MICROSCOPE

ISUAN

and

OTHERS

THE SELECTION WE LEAVE TO YOU!!

"THERE IS A REASON"

THE CHINA COMMERCIAL COMPANY.

3, Duddell Street.

Tel. No. 1208.

CLARETS, PORTS, SHERRIES & GINS.

CLARETS:

From the world famous house of Hanappier & Co. of Bordeaux. The name of Hanappier is a guarantee of Purity and Quality.

PORTS:

From the oldest and most reliable Oporto Houses, Messrs. Guimaraens & Co., & Co. Quality & Price.

SHERRIES:

We have the famous Marques del Merito Sherries, also Sherries from Buckingham Palace (bearing the Royal Seal) which cannot be equalled in the East.

GINS, ENGLISH:

'D.O.L. Old Tom' and 'Dry' are acknowledged to be the first Gins on the market, and are specially noted for their mellowness and fine flavour.

SOLE AGENTS:

GANDE, PRICE & CO., LTD.,

Wine Merchants.

Telephone No. 135.

12, Queen's Road Central, Hongkong.

Hongkong, 20th July, 1912.

Shipping

CANADIAN PACIFIC RAILWAY COMPANY'S

ROYAL MAIL STEAMSHIP LINE.

"EMPEROR LINE."

Sailings from Hongkong and Quebec.

"Monteagle" ...	Satur. Aug. 10	"Allan Line" ...	Aug. 30.
"E. of India" ...	Aug. 24	"E. of Britain" ...	Sept. 20.
"E. of Japan" ...	Sept. 14	"Allan Line" ...	Oct. 11.

All steamers leave Hongkong at 5 p.m.
To Vancouver, U.C., calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.
Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. Craddock, General Land Agent,
Corner Polder Street and Praya (Opposite Blake Pier.)

INDO-CHINA STEAM NAVIGATION CO., LTD.

(UNIMPROVED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

Destination	Steamers	Sailing Dates
SHANGHAI & SWATOW HANGSANG	CHIPOH MARU	Tuesday, 23rd July, Noon.
TIENTSIN & W. W. CHIPOH	CHIPOH MARU	Friday, 26th July, Noon.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Saturday, 27th July, Noon.
MANILA & YUENSANG	YUENSANG	Saturday, 27th July, 2 p.m.
SHANGHAI, KOBE & MOJI	FOOKSANG	Thursday, 1st Aug. Noon.
MANILA & LOONGSANG	LOONGSANG	Saturday, 3rd Aug. 2 p.m.

RETURN TOURS TO JAPAN (Occupying 24 days).

The steamers "Kutsang," "Yuensang," and "Fooksang" leave about every 4 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 30 days. This service is supplemented by the "Lungsang" and "Kamwang" leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chongking, Tientsin, via Chingwangtao.

Taking Cargo on Through Bills of Lading to India, Landed Date, Singapore, Tientsin, Unakan, Jesselton and Labuan.
For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD. Telephone No. 215.

"SHIRE" LINE OF STEAMERS, LD.

PROJECTED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

For	Steamers	DATE OF DEPARTURE
SHANGHAI, NANKAI, KOBE & YOKOHAMA	CARMARTHENSHIRE	About 20th July.
LONDON, ROTTERDAM & ANTWERP	PEMBROKESHIRE	6th Aug.
SHANGHAI, NANKAI, KOBE & YOKOHAMA	DEN OF CLAMIS	23rd "
LONDON & ANTWERP	CARMARTHENSHIRE	1st Sep.

These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged. For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD. AGENTS.

HONGKONG, CANTON, MACAO, AND WEST RIVER STEAMERS.

Joint Service of THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD. HONGKONG-CANTON LINE. HONGKONG TO CANTON TO HONGKONG MONDAY, 22nd JULY.

10.00 p.m. "KINSHAN." 6.00 p.m. "FATSHAN." These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651 S.S. "SUI AN" Tons 1651
HONGKONG TO MACAO.
Week days at 8 a.m. & 2 p.m. from the Company's Wing Lok Street Wharf. Sunday at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays, at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 21st JULY.

The Company's Steamship.

"HEUNGSHAN."

will depart from the Company's CANTON STEAMERS WHARF at 9 a.m.

Departure from Macao at 4 p.m., landing at same wharf.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.
Departures from Macao to Canton on Mon., Wednes., & Fri., at 5 p.m.
Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 p.m.

JOINT SERVICE OF HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAN," 593 Tons, and "NANNING," 569 Tons.
One of the above steamers leave Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 6 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted), 9 a.m. to 5 p.m.
Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

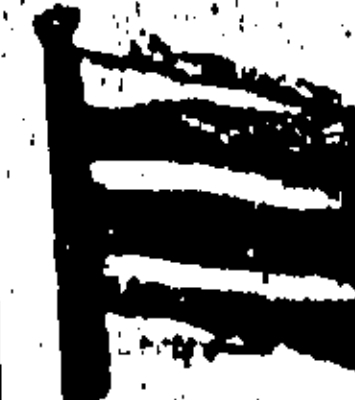
HOTEL MANSIONS (FIRST FLOOR),

Opposite the Blake Pier.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Destination	Steamers and Displacement	Sailing Dates
PARIS, LONDON & ANTWERP	KAMO MARU, Capt. F. L. Sommer, T. 10,000	WEDNESDAY, 31st July, at Daylight.
SWATOW, PENANG, COLOMBO, SOERABAYA & PORT SWART	AKI MARU, Capt. D. Kon, T. 12,000	WEDNESDAY, 1st Aug., at Daylight.
YOKOHAMA, B.C., & SEATTLE via KRELUK, SINGAPORE, KORE, YOKKAICHI, SHIMIZU & YAMATO	SSADO MARU, Capt. Onokawa, T. 12,500	TUESDAY, 30th July, at 4 p.m.
YOKKAICHI, SHIMIZU & YAMATO	YOKOHAMA MARU, Capt. K. Noda, T. 12,500	TUESDAY, 30th July, at 4 p.m.
YAMATO MARU, Capt. K. Noda, T. 12,500	YAMATO MARU, Capt. K. Noda, T. 12,500	FRIDAY, 2nd Aug., at Noon.
YAMATO MARU, Capt. K. Noda, T. 12,500	YAMATO MARU, Capt. K. Noda, T. 12,500	FRIDAY, 30th Aug., at Noon.
YAMATO MARU, Capt. K. Noda, T. 12,500	YAMATO MARU, Capt. K. Noda, T. 12,500	FRIDAY, 2nd Aug., at Noon.
YAMATO MARU, Capt. K. Noda, T. 12,500	YAMATO MARU, Capt. K. Noda, T. 12,500	WEDNESDAY, 31st July, at 5 p.m.
YAMATO MARU, Capt. K. Noda, T. 12,500	YAMATO MARU, Capt. K. Noda, T. 12,500	WEDNESDAY, 31st July, at Noon.
YAMATO MARU, Capt. K. Noda, T. 12,500	YAMATO MARU, Capt. K. Noda, T. 12,500	MONDAY, 29th July.
YAMATO MARU, Capt. K. Noda, T. 12,500	YAMATO MARU, Capt. K. Noda, T. 12,500	WEDNESDAY, 31st July.

CALCUTTA LINE.

Regular fortnightly service between Kobe and Calcutta via Moji, Hongkong, Singapore, Penang and Rangoon.

NEXT SAILINGS FROM HONGKONG:

S.S. CEYLON MARU.....Tons 9,000.....Saturday, 27th July.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months

	YOKOHAMA	KOBE	MOJI	NAGASAKI
Return.	Return.	Return.	Return.	Return.
1st class	\$135	\$122	\$104	\$95
2nd class	\$ 81	\$ 75	\$ 65	\$ 57

With option of Rail between Steamer's Calling ports in Japan.

For further information apply to

Telephone Nos. 212 & 1241.

T. KUSUMOTO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To SAIL
MANILA, CEBU & ILOILO	"TAMING"	23rd 4 p.m.
SHANGHAI	"CHENAN"	25th 4 p.m.
SWATOW, AMOY, NINGPO & SHANGHAI	"FOOCHOW"	30th 4 p.m.
WENAIWEI, OREFOO & TIENTSIN	"HUICHOW"	27th 4 p.m.
SHANGHAI	"YINGCHOW"	27th M'night.
MANILA, CEBU & ILOILO	"TEAN"	30th 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—Two "crow Steamers" "Tea" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. "Kailong" is situated on deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Lian, Ohinwa)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Reduced Fares—Single \$45. Return \$75.

NEW SERVICE.

SHANGHAI TO ANTUNG

Sailing on alternate Wednesdays.

For Freight or Passage apply to

Telephone No. 30.

Hongkong, 17th July 1912.

BUTTERFIELD & SWIRE.

Agents.

Shipping

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

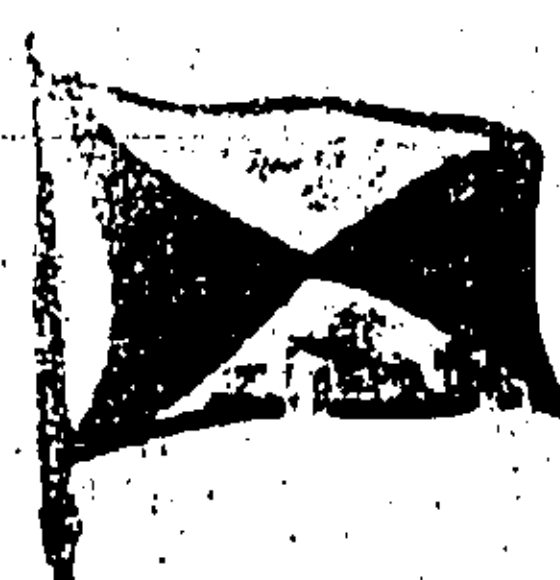
Marseilles, Havre, Bremen and Hamburg and New York.

Taking Cargo at Through rates to all European North-Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama:	For Havre, Bremen, Hamburg & Antwerp:
"GOLDENFELS" 24th July.	S.S. S. M.B.A. 22nd July.
"SUEVIA" 2nd Aug.	For Marseilles, Havre & Hamburg:
"PISA" 15th Aug.	S.S. S. L. S. 24th Aug.
"O.J. D. ABLERS" 12nd Aug.	For Havre, Bremen & Hamburg:
"C. F. LAEISZ" 11th Sept.	S.S. F. D. B. 18th Aug.
"ARCADIA" 24th Sept.	For Havre & Bremen, Hamburg:
	S.S. GOLDENFELS 23rd Aug.
	For Havre & Bremen, Hamburg:
	S.S. BRISGAU 6th Aug.

Hamburg-Amerika Linie, Hongkong Office.



HONGKONG—PHILIPPINES. PHILIPPINES STEAMSHIP CO

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	4000	M. C. Smith.	Manila, Mangarin, Iloilo and Cebu.	TUESDAY, 30th July, 4 p.m.
RUBI	4000	S. A. Oraby	Manila, Mangarin, Iloilo and Cebu.	SATURDAY, 10th July, 4 p.m.

For Freight or Passage apply to

SHEWAN TOMES & CO., GENERAL MANAGERS

Hongkong 10th July, 1912.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected in about	For	Will leave on or about
Tilmahi	JAVA	2nd half July	JAVA	2nd half July
Tikini	JAVA	2nd half July	JAVA	2nd half July
Tipanas	JAVA	2nd half July	JAVA	2nd half July
Tijaronek	JAPAN	2nd half July	JAPAN	2nd half July
Tijaronek	JAPAN	2nd half July	JAPAN	2nd half July
Tijaronek	JAPAN	2nd half July	JAPAN	2nd half July
Tijaronek	JAPAN	2nd half July	JAPAN	2nd half July
Tijaronek	JAPAN	2nd half July	JAPAN	2nd half July
Tijaronek	JAPAN	2nd half July	JAPAN	2nd half July
Tijaronek	JAPAN	2nd half July	JAPAN	2nd half July

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN, York Building.

Telephone No. 375

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all ports in the United States and Canada and with Trans-Atlantic Lines to Europe. PROPOSED SAILING FROM HONGKONG. (Subject to alteration)

Steamer	Tons	Captain	Date of sailing
S.S. "Chiyo Maru"	11,000	W. W. Green	July 23rd, Noon.
S.S. "Nippon Maru"	11,000	A. J. St. Louis	Aug 13th, Noon.
S.S. "Tenyo Maru"	11,000	E. Bont	Aug 20th, Noon.
S.S. "Shinyo Maru"	11,000	H. B. Smith	Sept. 10th, Noon.

These steamers are equipped with Turbine Engines and Triple-Scows. All steamers carry Japanese Government wireless telegraph and post office. The steamer "Chiyo Maru" will be despatched for SAN FRANCISCO via KEELING, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU on TUESDAY, the 23rd July, at Noon.

INTERMEDIATE SERVICE.

The twin screw steamer "Nippon Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA & HONOLULU on TUESDAY, the 13th August, at Noon.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to alteration)

Steamer	Tons	Date of Sailing
Kiyo Maru	17,500	Tuesday, Aug. 6, Noon.
Buyo Maru	10,500	Friday, October 4, Noon.
Hongkong Maru	11,000	Tuesday, December 3, Noon.

For further particulars as to Passage and Freight, apply to

S. MORIMOTO, Agent

(KING'S BUILDING Opposite Blake Pier)

WING KEE & CO.

47-49, Connaught Rd.

SHIPHANDLERS

PROVISION & COAL

MERCHANTS

Hongkong, 24th May, 1911.

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

DEVELOPING, PRINTING & ENGRAVING

Hongkong, 1st May 1911.

LOG BOOK.

Marine Engineers' Wages:

After long and arduous negotiations a national scale of wages has been adopted for marine engineers. This is the first time in the history of marine engineering that a schedule of rates has been finally agreed to for the purpose of national application. It has only become possible by reason of the spirit of conciliation displayed by the joint committee of the shipowners and men. The new national scale, which is to be adopted upon at once, is as follows:—

S. S. d.

Over 8,000 tons deadweight summer freeboard.

First engineer

LOG BOOK.

Inquiry as to Stranded Vessels.

The Imperial Merchant Service Guild have received an official notification from the Board of Trade, informing that body that it is their intention to hold an inquiry into the stranding of the s.s. Corn Exchange at North Shields on July 2, also that they will hold an inquiry into the stranding and loss of the s.s. Foxley, London, at Caxton Hall, Westminster, S.W. at 11 a.m. on the 3rd of July prox.

Both these vessels met with accidents in the Straits of Magellan, and the Captains and Officers are members of the Guild, who have instructed their solicitors to represent the Officers at the forthcoming inquiries. The Corn Exchange of London stranded in the First Narrows of the Straits of Magellan, where she remained fast for ten days, and after discharging 2,000 tons of cargo she floated. The stranding of the Corn Exchange is alleged to be due to misleading soundings which are placed on the charts. The Chinese Naval Authorities held a formal inquiry into the stranding of the steamer when the vessel was at Punta Arenas and acquitted the Captain of all blame.

The stranding and subsequent loss of the s.s. Foxley was attended by serious loss of life. This vessel struck a rock off Sir John Narborough Island and filled rapidly. Lifeboats were immediately slung out and manœuvred, the starboard boat being placed in charge of Mr. H. C. Steel, M.S.G., who together with 13 Chinese members of the ship's crew, left the vessel. The port boat continued the Third Officer—Mr. W. Ramsey, M.S.G., Second and Fourth Engineers, and 14 Chinamen. Orders were given to "Stand by" clear of the steamer, but owing to the wind and sea the boats were blown ahead of the vessel and were unable to return alongside. The Captain, Chief and Third Engineers remained by the ship until she sank nearly to the water's edge, and then left her in a small boat with the intention of overtaking the lifeboats, but on reaching the lifeboats, the sea was so heavy that it was dangerous to go near them. Sail was set on the Captain's boat, and orders were given to the two Officers in charge of the two lifeboats to follow it, but thick fog and heavy rains setting in, they were lost to sight, and have not been seen since. The Captain's boat effected a landing on the same night, where the crew huddled together on the beach. They set off early in the morning to search for the entrance to the Magellan Straits, which they found after being seven days in the boat and suffering great privations through want of food and intense cold. They landed on several occasions, but nothing eatable was to be found except a few mussels, and these were very scarce. After being a day and a night in the Straits, the boat was picked up by a Chilean steamer, and the crew taken on "Last Hope Inlet," where they remained on board some days and later returned to Punta Arenas.

The lifeboats with the missing crew were provisioned and watered before leaving the steamer, and although the Chilean Government ordered a thorough search to be made by the warships on the Magellan Station, nothing since has been heard of them, and it is feared that they have perished with all hands.

Forced Contributions Barred.

The President of the Chinese Republic has issued an order prohibiting forced or compulsory contributions to the national subscription.

Priest's Devotion.

A storm which occurred in central and western Missouri on June 17, is known to have caused many deaths besides large damage to property.

The towns of Merwin, Adrian, Leeton, and Sedalia were all damaged.

At Zanesville, Ohio, a tornado blew down the steeple of St. Thomas Catholic Church during service, and three persons were killed among them being Father Rosch, who, after the first crash, ordered the congregation to flee, but himself remained to administer the last sacrament.

VESSELS TAKING CARGO.

European Ports.

Destination	Vessel's Name	For Freight Apply To	To be Dispatched
London and Antwerp via Singapore, &c.	Poonia	P. & O. Co.	24 July, about
London, via Usual Ports of Call	Delta	P. & O. Co.	3 August, Noon
London, Rotterdam and Antwerp, &c.	Painbrokeshire	J. M. & Co.	8 August, about
Havre, Rotterdam and Hamburg, &c.	Fuerst Buelow	H. A. L.	13 August
do do do	Brigstavin	H. A. L.	5 September
do do do	Suovia	H. A. L.	11 September
Havre and Hamburg, &c.	Goldensfels	H. A. L.	23 August
Havre, Bremen and Hamburg	Kamo Maru	N. Y. K.	31 July
Marseilles, &c., via Suez Canal	Silestia	H. A. L.	7 August
Marseilles, Havre and Hamburg, &c.	Yorck	M. & Co.	24 July, Noon
Naples, Genoa, Algiers, Gibraltar Southampton	Silesia	S. W. & Co.	31 July
Trieste, Fiume, Venice via Singapore, &c.			

New York, San Francisco and Canada.

New York	Atholl	D. & Co.	23 August, about
Boston and New York	Indraghiri	J. M. & Co.	30 July, about
do do	Indraghiri	S. T. & Co.	30 July
do do	Kangas	Bank Line	9 August
San Francisco, etc.	Tonyo Maru	T. K. K.	20 August
San Francisco via Shanghai and Japan	Chiyo Maru	T. K. K.	23 July
do do do	Nile	P. M. Co.	30 July, 1 p.m.
San Francisco via Keelung and Japan, &c.	Mongolia	P. M. Co.	6 August, 1 p.m.
Seattle via Nagasaki, Kobe and Yokohama	Minnesota	N. Y. K.	5 August
Mexico, Peru, Chili via Japan	Buyo Maru	T. K. K.	4 October
Victoria and Tacoma via Japan	Seattle Maru	O. S. K.	8 August
Victoria and Seattle via Shanghai and Japan	Sado Maru	N. Y. K.	30 July
Victoria & Tacoma via Shanghai & Japan	Panama Maru	O. S. K.	23 July 1 p.m.
Victoria, B.O., & Tacoma via Keelung & Japan	Panama Maru	O. S. K.	23 July, 1 p.m.
do do do do do	Seattle Maru	O. S. K.	8 August, 1 p.m.
Vancouver via Shanghai, Japan &c.	Monteagle	C. P. R. Co.	3 August, 6 p.m.
do do do	Empress of India	C. P. R. Co.	24 August, 6 p.m.

Australia.

Australian Ports via Manila	Yawata Maru	N. Y. K.	2 August, Noon
do do do	Coblentz	M. & Co.	10 August, 9 a.m.
Australian Ports	St. Albans	G. L. & Co.	23 July, Noon

Singapore, Coast Ports and Japan.

Mexican, Peruvian & Chilean via Japan	Kiyo Maru	T. K. K.	6 August, Noon
Datavia, Cheribon, Samarang, &c.	Tijlilong	J. O. J. L.	Quick despatch
Kudat and Sandakan	Borneo	M. & Co.	Middle of August
Singapore, Penang and Calcutta	Kulasing	J. M. & Co.	27 July, Noon
Singapore, Penang, and Rangoon	Iunda	J. M. & Co.	25 July, Noon
Singapore, Penang, Rangoon and Calcutta	Ceylon Maru	N. Y. K.	27 July
Bombay via Singapore, and Colombo	Kamakura Maru	N. Y. K.	24 July
Yokohama and Kobe	Iola	J. M. & Co.	27 July, Noon
Yokohama and Kobe via Shanghai	Yokohama	S. W. & Co.	31 July, about
do do do	Tijlilong	J. O. J. L.	F. half August
do do do	Tijlilong	J. O. J. L.	Quick despatch
do do do	Tijlilong	J. O. J. L.	Quick despatch
do do do	Tijlilong	J. O. J. L.	Quick despatch
Nagasaki, Kobe and Yokohama	Nikko Maru	N. Y. K.	31 July, Noon
Kobe and Yokohama	Coblentz	M. & Co.	23 July, about
do do do	Kaga Maru	N. Y. K.	31 July, 5 p.m.
Kobe and Moji	Aratono Apear	D. S. & Co.	29 July
Manila	Yuensoang	J. M. & Co.	27 July, 2 p.m.
do do do	Taming	B. & S.	23 July, 4 p.m.
Manila, Mangarin, Iloilo and Cebu	Zafiro	S. T. & Co.	30 July, 4 p.m.
Manila, Cebu and Iloilo	Teian	B. & S.	30 July, 4 p.m.
Weihsaiwei and Tientsin	Hiuchow	B. & S.	27 July, 4 p.m.
Tientsin	Chipsing	J. M. & Co.	26 June, Noon
Anping via Swatow and Amoy	Sosho Maru	O. S. K.	24 July, 10 a.m.
Swatow, Amoy and Foochow	Haiching	D. L. & Co.	23 July, 11 a.m.
Swatow, Amoy, Ningpo and Shanghai	Foochow	B. & S.	26 July, 4 p.m.
Shanghai and Kobe	Kirin Maru	N. Y. K.	29 July
Shanghai, Kobe and Moji	Fooksang	J. M. & Co.	1 August, Noon
Shanghai, Moji and Kobe	Dilwara	D. S. & Co.	24 July
do do do	Bombay Maru	N. Y. K.	31 July
Shanghai, Moji, Kobe and Yokohama	Nabia	P. & O. Co.	25 July, about
do do do	Yaddo	A. N. & Co.	29 July
do do do	Nippon	A. N. & Co.	20 August, about
Shanghai, Nagasaki, Kobe and Yokohama	Den of Glamis	J. M. & Co.	23 August, about
Shanghai, Tientsin, Kobe and Yokohama	Luetzow	M. & Co.	24 July, about
Shanghai	Bohemian	S. W. & Co.	4 August
do do do	Tijlilong	J. O. J. L.	Quick despatch
do do do	Chonan	B. & S.	25 July, 4 p.m.
do do do	Linan	B. & S.	27 July, 11 a.m.
do do do	Yingchow	B. & S.	27 July, 11 a.m.
do do do	Acadia	P. & O. Co.	1 August, about

THE LAST WORD

PREPAID ADVERTISEMENTS.

ONE CENT PER WORD!

FOR EACH INSERTION

IF YOU HAVE A HOUSE TO LET.
IF YOU DESIRE TO RENT A HOUSE.
IF YOU REQUIRE ROOMS.
IF YOU WOULD LIKE TO LET ROOMS.
IF YOU WANT AN EMPLOYEE.
IF YOU ARE IN NEED OF A POSITION.
IF YOU HAVE LOST ANYTHING.
IF YOU HAVE FOUND ANYTHING.

ADVERTISE IN THE "TELEGRAPH"

ONE CENT PER WORD!

FOR EACH INSERTION

ADVERTISE AND WATCH RESULTS

UNCLAIMED TELEGRAMS.

Eastern Extension.

List of unclaimed telegrams lying in the Eastern Extension Office at Hongkong:—

Evans Customs, from London Sub.

Changquan Manwoo, from Habana.

Goon Gow Yon 106 Jervois Street, from Boston.

Gorham, from London Sub.

Hukhang Kwongyak, from Bangkok.

Kialuat Namparkhung, from Bangkok.

Lieuwmyoykoun Vjsoenggan, from Medan.

Limfookching, from Oakland Cal.

Mowhu, from Paracale P. I.

Nishimura, Ojo Poyosaka, from Manila.

Steamer Lygia Care Blackhead, from Batavia.

Surazola, King Edward Hotel, from Macao.

Sucessman, from Bangkok.

Tani Nomura, from Zamboanga, P. I.

Wingfook Cheong 204 Wing-luk, from New York.

Yingsinghing, from Victoria, B. C.

6573, from Weihaiwei.

Hongkong 10th July, 1912.

J. M. Book, Superintendent.

Great Northern.

List of unclaimed telegrams lying in the Great Northern Telegraph Company's office at Hongkong:—

Dale.

Hengbio.

Kwongcheong.

Macpherson, Persia.

Nutmol.

Chowkay c/o Shingyuen, 32 Manhamkai.

Shinsho.

Woodil.

Yinkcechan.

Yuet Hing Loong 299 Queen's Road.

241 Des Vaux Road.

1484, 0504, 3111, 5594, 0090, 1080, 3024, 5894, 0050, 5714, 0034, 2809.

6839, 7303, 4037, 1346.

H.K., 19th July, 1912.

J. P. Jessen, Acting Superintendent.

SHIPPING NEWS.

ARRIVED.

Sosho Maru, Jap. s.s., 1,119, K. Sugawa, 20th July—Swatow 18th July, Gen.—O. S. K.

Tijikini, Dak. s.s., 4,780, P. J. Scholten, 20th July—Batavia 12th July, Sugar—J. O. J. L.

Hanoi, Fr. s.s., 730, G. Boubier, 20th July—Haiphong and Pakhol 18th July, Gen.—A. B. Marty.

Fooksiang, Br. s.s., 1,423, W. D. Welch, 20th July—Guaymas 8th June, Ballast—Eng Hok Fong.

Coblentz, Ger. s.s., 1,860, L. Klugkist, 21st July—Lydney 20th June, Mail and Gen.—M. & Co.

Carmarthenshire, Br. s.s., 2,994, R. L. Daniel, n.s., 21st July—Antwerp 8th June, and Singapore 16th July, Gen.—J. M. & Co.

Helena, Ger. s.s., 771, J. Jessen, 21st July—Quinhon 18th July, Gen.—J. & Co.

Sambia, Ger. s.s., 5,628, Boch, 21st July—Shanghai 17th July, Gen.—H. A. L.

Nelau, Br. s.s., 4,200, Lewis, 21st July—Liverpool 16th July, Gen.—B. & S.

Hupeli, Br. s.s., 1,203, A. Tucker, 21st July—Hongkong 18th July, Gen.—B. & S.

Sado Maru, Jap. s.s., 3,860, K. Asakawa, 21st July—Shanghai 18th July, Gen.—N. Y. K.

Sungkiang, Br. s.s., 987, H. Mathias, 21st July—Haiphong 19th July, Gen.—B. & S.

Felching, Br. s.s., 928, A. Crawford, 21st July—Canton 20th July, Gen.—C. M. B. N. Co.

St. Albans, Br. s.s., 2,588, H. A. Piggott, 21st July—Kobe 16th July, Gen.—G. L. & Co.

Pakal Maru, Jap. s.s., 2,087, H. Tomikawa, 22nd July—Moji 16th July, Gen.—M. B. K.

Chenao, Br. s.s., 1,850, L. Jones, 22nd July—Shanghai 18th July, Gen.—B. & S.

Choy Sang, Br. s.s., 1,344, M. Courtney, 22nd July—Shanghai and Swatow 18th July, Gen.—J. M. & Co.

CLEARANCES AT THE HARBOR OFFICE.

Coblentz, for Yokohama.
Sambia, for Antwerp.
Ericksen, for Wakamatsu.
Nelau, for Yokohama.
American, for Kwongchowwan.
Hupeli, for Shanghai.
Chonan, for Canton.
Panama-maru, for Victoria.
Landart Schell, for Bangkok.
Carmarthenshire, for Yokohama.
Choyang, for Canton.

DEPARTED.

July 21.
Daijig-maru, for T. msui.
Anhui, for Shanghai.
Wongkoi, for Hongkong.
Soshu-maru, for Canton.
July 22.
Machew, for Hoihow.
Singan, for Haiphong.
Paklat, for Bangkok.
Triumph, for Pakhol.

PASSENGERS ARRIVED.

Per s.s. Coblentz, arrived 21st July, from Sydney, &c.—

Enrico, R. Olgaschroder, Sinter.
Franz, Mrs. M. Varnagen.
Hodgson, F. Workman, C. E.
Kloen, C. H. Morn, C. F.

Per s.s. Sado Maru, arrived 21st July, from Shanghai, &c.—

Hayden, Miss M. Warrath, Miss L. C.

Johnston, Capt. P. Pringle, J. D. C. Paddock, Miss C. G.

Hayden, Miss S. Frey, L. E. Hermann, L. T.

Per s.s. St. Albans, arrived 21st July, from Shanghai, &c.—

Marshall, Miss S. Sato, Y. Matsushiro.

Per s.s. Choyang, arrived 22nd July, from Shanghai, &c.—

Gours Knoll.

SHIPS PASSED THE CANAL.

London, June 25.
Arrivals from China:—Bohemian, Montrose and Ping Suey.

The following vessels have passed the Canal:—Braemar, Bulwer, Candia Carmarthenshire, Matoppo, Peshawar Vandalia and Yang tze.

London, 28th June 1912.
Arrivals from China:—Miyasaki Maru.

The following vessels have passed the Canal:—Ernst Simons, Nubia, Arcadia, Baron Driesch, Schynkylk, Neless, Patricia.

London, July 2, 1912.
Arrival from China:—Yang Tze.

The following have passed the Canal:—Benvenne, Porosa, Olchias Flinthire, Lutzw, Yaddo, Kioto.

London, June 21st, 1912.
Arrivals from China:—Cayton, O. J. D. Ables, Yarra.

The following vessels have passed the Canal:—Armand, Behio, Jason, Meinam, Memnon, Myrski Maru.

London, July 5.
Arrivals from China:—O. Ford, Laeiz, Ernest Simons.

The following vessels have passed the Canal:—Kikano Maru, Suevia, Titan, Telemachus.

London, July 12.
Arrivals from China:—Calochas, Kitano Maru.

The following vessels have passed the Canal:—Almona, Persens, Sardinia, Sibonia, Traquebar.

London, July 16.
Arrivals from China:—Flinthire, Goeben, Matoppo.

The following vessels have passed the Canal:—Belgravia, Glouchy, Hyson, Indramaha, Kleist, Nera, Soandla, Africa, Arabien.

London, July 19.
Arrivals from China:—Sibonia, Vandalia, Arcadia.

The following vessels passed the Canal:—Achilles, Bayera, Bonalder, Derflinger, Iyo Maru, Felho, Pelena.

TIDE TABLE.

July 16th to 22nd July, 1912

High Water at Hongkong
Mean Time. M. Low Water at Hongkong
Mean Time.

Tues. 16 m 0 31 30 1 14 0.5
Wed. 17 m 10 45 30 1 23 0.5

Thurs. 18 m 10 45 30 1 23 0.5
Fri. 19 m 11 45 30 1 23 0.5

Satur. 20 m 12 45 30 1 23 0.5
Sun. 21 m 13 45 30 1 23 0.5

Mon. 22 m 14 45 30 1 23 0.5
Tues. 23 m 15 45 30 1 23 0.5

Weds. 24 m 16 45 30 1 23 0.5
Thurs. 25 m 17 45 30 1 23 0.5

Fr. 26 m 18 45 30 1 23 0.5
Sat. 27 m 19 45 30 1 23 0.5

Sun. 28 m 20 45 30 1 23 0.5
Mon. 29 m 21 45 30 1 23 0.5

Tues. 30 m 22 45 30 1 23 0.5
Wed. 31 m 23 45 30 1 23 0.5

HOTEL LISTS.

HONGKONG HOTEL.

Archer, W. Lloyd, G. T.
Barber, A. T. Macqueen, T. M.
Bate, E. R. Manning, W.
Bell, C. D. J. Marriott, Dr. O.
Benn, G. A. Marshall, W. B.
Blanch, N. F. McGarity, W. B.
Brown, Mr. & Mrs. McKenny, Dr. O.
S. R. W.

Conner, Capt. F. P. Mehta, K. B.
Corless, Miss G. Morock, J.
Cone, G. H. Jr. Morley, J. P.
Cox, Miss M. M. Mulder, Mr. and Mrs. J. D. F.
Crocker, Miss Ormiston, J.
Curry, G. P. Parker, Miss A. F.
Davis, C. H. Pereira, Mr. and Mrs. J. H. & infant.
Dellar, Mr. & Mrs. Quinn, Miss E.
J. H. & infant. Ivy, E. H.
Drew, W. C. Raymond, E. M.
Eames, R. J. W. Roy, Miss F.
Ehrhardt, F. Reich, Chas.
Ehrenfels, Mr. & Mrs. Ritter, F.
Mrs. H. C. Robinson, Capt. C. S.
Ewing, Mrs. M. G. Robinson, Capt. C. S.
Fisher, H. G. S. S.

Florin, A. G. S. S.
French, Mrs. & Child. Scholter, E.
Fuller, Denman. Scholter, W.
Fuller, H. Shuster, Dr.
George, Mr. & Mrs. Simons, E. J.
P. J. Smith, E. L.
Gorge, Miss Spalding, Dr. and Mrs. A. D. & infant.
Gonbourn, V. Solomon, H. H.
Gould, Mr. & Mrs. G. J. B.
Grattan, D. M. G. Southmayd, J. B.
Grisham, B. J. Sullivan, Miss K.
Hail Capt. T. P. E.

Hannibal Mr. & Mrs. W. S. S.

FAR EASTERN NAVAL SQUADRONS.

MARKET PRICES.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Amerity	Despatch-boat	1,700	4	2,000	Comdr. C. L. Lambe	Weihaiwei
Atlas	Admiralty tug	615	—	1,400	Master West	Hongkong
Bumble	Gunboat	710	—	900	Lt.-Com. B. E. Pridhard	Kiukiang
Britomart	Gunboat	710	—	900	Lt.-Com. W. H. Darwell	Hankow
Quinn	British sloop	1,070	—	1,400	Comdr. H. Williams	Hankow
Cambria	2nd class cruiser	4,380	10	7,000	Capt. J. E. Drummond	Weihaiwei
Chorah	Water tank and tug	390	—	340	Master W. Smith	Hongkong
Olio	British sloop	1,970	—	1,400	Capt. H. R. Vase	Canton
Defence	Torpedo-boat destroyer	340	6	760	Captain H. Bruce M.V.O.	Weihaiwei
Fama	2nd class cruiser	4,350	10	7,000	Lt.-Com. H. S. Monroe	Hongkong
Flora	Torpedo boat destroyer	295	6	4,000	Capt. C. F. Corbett M.V.O.	Shanghai
Handy	Torpedo boat destroyer	320	6	3,000	Lt.-Com. F. G. Brickendon	West River
Janus	Torpedo-boat destroyer	320	6	3,000	Lt.-Com. W. G. O. Maxwell	Hongkong
Kont	Armoured cruiser	9,800	14	22,000	Capt. Allen T. Hunt C.S.I.	Kobe
Kinsba	River gunboat	618	—	1,200	Lt.-Com. H. Marryatt	Hankow
Morlin	Surveying ship	1,070	6	1,400	Capt. F. C. O. Passo	Labuan
Minotaur	Armoured cruiser	14,800	—	27,000	Capt. G. C. Cayley	Hongkong
Monmouth	Armoured cruiser	9,800	—	22,000	Capt. B. H. F. Bartolot	Weihaiwei
Moorehead	River gunboat	180	2	800	Lt.-Comdr. G. P. Leith	Hongkong
Nowcastle	2nd class cruiser	4,800	—	22,000	Capt. G. P. E. Hunt D.S.O.	Weihaiwei
Nightingale	River gunboat	85	—	240	Lt.-Comdr. M. Murray	Yangtze
Older	Torpedo-boat	385	6	6,300	Lt.-Com. E. T. B. Chambers	Weihaiwei
Pegasus	Protected cruiser	2,135	—	5,000	Comdr. F. H. Mitchell	Weihaiwei
Prometheus	3rd class cruiser	2,135	—	5,000	Comdr. N. Luxmoore	Hongkong
Ribble	T.B.D.	500	6	7,500	Lt.-Com. E. J. G. Mackinnon	Weihaiwei
Robin	River gunboat	85	2	240	Lt.-Comdr. A. Dixon	West River
Isario	Despatch ship for submarines	380	—	1,400	Lt.-Comdr. N. E. Archdale	Hongkong
Sunflower	River gunboat	85	2	240	Lt.-Com. I. S. Hilton	West River
Suip	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Yangtze
Taku	Torpedo boat destroyer	305	—	6,000	Gunnor E. J. Trillo	Hongkong
Tamar	Receiving ship	1,650	6	—	Comdr. O. J. Eyres	Hongkong
Ted	River gunboat	180	2	800	Lt.-Com. Hon. Guy Stopford	Chungking
Thistle	Gunboat	710	—	900	Lt.-Com. H. R. N. Cotrell	Dormer
Uk	T.B.D.	500	—	7,500	Lt.-Comdr. B. W. Blunt	Weihaiwei
Virago	Torpedo-boat destroyer	390	6	6,300	Lt.-Com. H. D. Adair-Hall	Weihaiwei
Waterwitch	Surveying ship	620	—	450	Lt.-Com. F. A. Royle	Singapore
Welland	T.B.D.	590	—	5,700	Lt.-Com. C. Seymour	Shanghai
Whiting	Torpedo-boat destroyer	360	5	5,900	Lt.-Com. G. B. Hartford	Weihaiwei
Widgeon	Gunboat	195	2	800	Comdr. J. C. Borrett	Kiating
Woolcock	Gunboat	150	2	550	Lt.-Com. M. B. Blackwood	Yangtze
Woodhall	Gunboat	150	2	550	Lt.-Comdr. G. F. Mulock	Hankow

Flagship of Admiral Sir A. L. Winsloe, K.C.B., C.V.O., C.M.G. on route.						
Submarines:—						
No. 36	Lt.-Comdr. Godfrey Herbert					
No. 37	Lt.-Comdr. A. A. L. Fenner					
No. 38	Lt.-Comdr. J. R. A. Coddington					
T.B. 035	Lt.-Comdr. Woodward				West River.	
T.B. 036	Lt.-Comdr. Murphy				West River.	
T.B. 037	Lt.-Comdr. Nicol				West River.	
T.B. 038	Lt.-Comdr. Seymour				West River.	

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
A-2	Submarine	—	—	—	Ensign M. O. Murray	Olongapo
A-1	—	—	—	—	Lt. E. D. McWhorter	"
A-6	—	—	—	—	Ensign J. C. Van de Carr	"
A-7	—	—	—	—	Ensign C. M. Yates	"
Albany	Protected cruiser	3,430	10	7,500	Commander M. L. Bristol	Yangtze River
Bainbridge	Torpedo-boat des.	420	7	8,000	Lt. C. S. Graves	"
Barry	Torpedo-boat des.	420	7	8,000	Lt. R. Hill	"
Callao	Gunboat	243	8	250	Lt. S. W. Calk	Canton
Chamney	Torpedo-boat destroyer	420	7	8,000	Lt. F. J. Fletcher	Yangtze River
Cincinnati	Protected cruiser	3,183	11	10,000	Com. S. S. Robinson	Shanghai
Dale	Torpedo-boat destroyer	420	7	8,000	Ensign J. L. Oswald	Olongapo
Deatur	Torpedo-boat destroyer	420	7	8,000	Lt. B. H. Green	Yangtze River
Eleon	Gunboat	620	4	600	Lt. Com. V. S. Houston	"
Helen	Gunboat	1,302	8	1,938	Com. R. H. Jackson	"
Montana	Torpedo-submarine	1,900	6	1,103	Chief Gun. J. Mitchell	Olongapo
Montpelier	Monitor	3,009	6	3,900	Lt. E. P. Sparz	"
Monterey	Monitor	4,034	4	5,244	Com. H. A. Wiley	Swatow
Pampanga	Gunboat	243	8	250	Lt. C. A. Woodruff	So. P. Waters
Piscataqua	Gunboat	—	—	—	—	—
Pompey	Sea going tug	851	2	1,000	Lt. S. W. Wallace	Hongkong
Quincy	Repair ship	3,085	—	—	Lt. R. V. Lowe	Shanghai
Rainbow	Gunboat	350	2	203	Lt. J. W. Schoenfeld	Yangtze Riv.
Rainbow	Cruiser	4,360	14	1,800	Lt. Comdr. R. A. Mitchell	Cruising
Savary	Gunboat	243	8	250	Lt. E. D. Washburn, Jr.	Iohang
Savary	Armoured cruiser	8,115	14	17,491	Commander H. A. Bispham	Wuchang
Villalobos	Gunboat	370	8	203	Ensign H. A. McClure	Yangtze Riv.
Wilmington	Gunboat	1,302	8	1,891	Commander W. A. Elgar	Hongkong
Wompatuck	Tug	462	—	653	Chief Boats. P. E. Radcliffe	—

Flagship of Rear Admiral Reginald F. Nicholson, Commander for China Squadron.						
Flagship of Rear Admiral Joseph B. Murdock, Commander-in-Chief, U.S. Asiatic Fleet.						
VESSELS TEMPORARILY ON ASIATIC STATION.						
Buffalo	Transport	6,000	6	3,000	Comdr. C. M. Stone	Swatow
Colorado	Armoured cruiser	13,680	18	23,000	Capt. W. A. Gill	Olongapo
California	Armoured cruiser	13,680	18	23,000	Capt. W. A. Gill	Olongapo
West Virginia	Armoured cruiser	13,680	18	23,000	Capt. A. S. Halstead	Olongapo

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Emden	Cruiser	3,003	22	13,500	Capt. v. Restorff	Tsingtau
Graustein	Armoured cruiser	11,000	36	26,000	Captain v. Ussler	Tsingtau
Itis	Gunboat	900	12	1,300	Comdr. v. Gohren	Shanghai
Jaguar	Gunboat	900	12	1,300	Comdr. v. Gohren	Tsingtau
Leipzig	Cruiser	3,250	24	11,000	Capt. Behncke	Tsingtau
Luchs	Gunboat	900	10	1,350	Comdr. Benemann	Tsingtau
Nurnburg	Cruiser	3,400	22	13,200	Capt. Morshaus	Tsingtau
Otto	River gunboat	—	—	—	Capt. Lieut. Jantzen	Yangtze
Scharnhorst	Flagship	11,800	36	26,000	Capt. Rosing	Shanghai
S. 90	Torpedo-boat	400	8	6,500	Capt. Lieut. Barrenberg	Tsingtau
Taku	Torpedo-boat	280	4	6,000	Obt. z. S. Olsson	Tsingtau
Tiger	Gunboat	900	10	1,350	Comdr. Lappo	Tsingtau
Tsingtau	River gunboat	223	4	1,303	Capt. Lieut. Fehr Fiecks	Canton
Waterland	River gunboat	223	4	500	Obt. z. S. Prinz	Shanghai

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Duploix	Armoured cruiser	10,014	30	20,000	Capt. Vergos	Japan
Klober	Armoured cruiser	9,700	12	10,000	Capt. Gours	Tonkin
Decadee	Gunboat	645	10	1,000	Lt. Vandier	Hankow
Argus	River gunboat	180	6	670	Lt. Dordet	Canton
Vigilante	Gunboat	123	7	500	Lt. de Gervillier	Canton
Peiho	Gunboat	130	—	—	Lt. Collin	Tongku
Dondard de Lagree	Gunboat	—	—	—	Lt. Dupuy Duteaux	Tchong-kin
Lynx	Submarine	—	—	—	Lt. Boluix	Saigon
Protee	Submarine	—	—	—	—	Saigon
Styx	Armoured gunboat	1,708	10	1,700	Lt. Guillaume-Louis	Saigon
Fronde	Destroyer	350	7	303	Lt. Aurillac	Saigon
d'Iberville	Destroyer	130	7	—	Capt. de Frigate Romieux	Saigon
Pistolet	Destroyer	130	7	300	Comdr. de Marquessac	Saigon
Monsieur	Destroyer	307	6	300	—	Saigon
Manoche	Surveying-ship	1,625	10	9,000	Com. Voisin	Saigon

Flagship of Rear Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.						
Flagship of Commandore Bonicourt, Commanding the local defense Indo-China.						
Eleven torpedo-boats at Saigon and Tonkin.						
PORTUGUESE.						
Macao	Gunboat	—	—	—	Capt. Martins	Macao
Esch	Gunboat	—	—	—	Capt. J. M. Pereira	Macao

Hongkong, July, 18 1912.

BUTCHER MEAT.

Beef Sirloin & Prime Out,—Mei Lung Pa	lb. 20	肉食
" Corned,—Ham Ngau Yuk	" 20	罐牛肉
" Roast,—Shiu	" 20	燒牛肉
" Breast,—Nagu Lam	" 16	牛腩
" Soup,—Tong Yuk	" 15	牛腩
" Steak,—Ngau Yuk Pa	" 20	牛腩
" do,—Sirloin Cottom—Ngau Lau	" 30	牛腩
" Sausages,—Ngau Chaung	" 24	牛腩
Bullock's Brains,—, Know	per set 0	牛腦
" Tongue fresh,—Ngau Li	each 45	牛腦
" corned,—Him Ngau Li	" 80	罐牛腦
" Head,—Ngau Tan	" 80	罐牛腦
" Heart,—Ngau Sum	" 12	牛
" Hump,—Ngau Kin	" 18	牛
" Feet,—Ngau Kask	" 9	牛
" Kidneys,—Ngau Yi	" 9	牛
" Tail,—Ngau Moi	" 18	牛
" Liver,—Ngau Kon	" 12	牛
" Tripe (undressed),—Ngau To	" 6	牛
Calve Head & Feet,—Ngau-chai-tau-kark	set \$1	牛
Mutton Chop,—Young Poi Kwat	lb. 22	羊
" Leg,—Young Poi	" 22	羊
" Shoulder,—Young Shau	" 20	羊
Pigs Chitlings,—Chu Chong	" 22	豬
" Brains,—Chu Know	per set 24	豬
" Feet,—Chu Kark	" 12	豬
" Fry,—Chu Chak	" 25	豬
" Head,—Chu Tau	" 15	豬
" Heart,—Chu Sum	each 13	豬
" Kidneys,—Chu Yiu	" 9	豬
" Liver,—Chu Con	" 15	豬
Pork Chop,—Chu Pai Kwat	" 20	豬
" Corned,—Ham Chu Yuk	" 24	罐
" Leg,—Chu Pei	" 24	罐
" Fat or Lard,—Chu Yau	" 15	罐
Sheep Head and Feet,—Young Tau Kark	set 50	羊
" Heart,—Young Sum	each 6	羊
" Kidneys,—Young Yiu	" 9	羊
" Liver,—Young Con	" 15	羊
Sucking Pigs, To Order,—Chu Chai	" 22	生
Suet, Beef,—Sang Ngau Yau	" 20	生
" Mutton,—Sang Young Yau	" 22	生
Veal,—Ngau Chai Yuk	" 20	生
" Sausages,—Ngau Chai Chaung	" 20	生

POULTRY.

Chicken,—Kai Chai	lb. 34	雞
Capon, Large, Small,—Sin Kai	" 36	雞
Ducks,—Ap	" 25	鴨
Doves,—Pan Kau	each 22	鴿
Eggs, Hen,—Kai Tan	per doz 24	蛋
Fowls, Canton,—Kai	lb. 45	雞
" Hainan,—Hoi Nam Kai	" 30	雞
Goose,—Ngai	" 25	鴨
Goose, Wild,—Shang-ho Yea Ngai	pair 1	鴨
Musk Deer,—Wong Keng	each 1	鹿
Hare, Shanghai,—Tu Chai	" 1	兔
Partridge,—Chu Khoo	" 1	兔
Pheasant,—Shan Kai	pair \$ 1	兔
Pigeons, Canton,—Pak Kup	each 30	兔
" Hoihow,—Hoi How Pak Kup	" 22	兔
Quail,—Um Chun	" 1	兔
Rice Birds,—Wo Fa Cheul	dozen 1	兔
Snipe,—Sa Choy	each 1	兔
Turkeys, Cook,—Phor Kai Kung	lb. 60	火
" Hon	" 48	火
Wild Ducks, Shai,—Shang-hoi Sai Ap	" 1	火
Teal,—Sai Ap Chai	" 1	火
Wild Ducks Canton,—Sang-Shing Sai Ap	" 1	火

FISH.

Barbel,—Ka Yu	lb. 9	魚
Bream,—Bin Yu	" 17	魚
Canton Fresh Water Fish,—Hoi Sin Yu	" 20	魚
Carp,—Li Yu	" 17	魚
Catfish,—Chik Yu	" 18	魚
Codfish,—Mun Yu	" 18	魚
Crabs,—Hai	" 18	蟹
Cuttle Fish,—Muk Yu	" 15	蟹
Dab,—Sa Mang Ye	" 17	蟹
Dace,—Wong Mei Lun	" 12	蟹
Dog Fish,—Tit Tu Sa	" 9	蟹
Eels, Congor,—Hoi Maun	" 17	蟹
" Fresh water,—Tem Sin Yu	" 12	蟹
Eels, Yellow,—Wong Sin	" 37	蟹
Frogs,—Tien Kai	" 36	蟹
Garoupa,—Sek Pan	" 60	蟹
Gudgeon,—Pak Kup Yu	" 12	蟹
Herrings,—Tso Pak	" 20	蟹
Halibut,—Cheung Kwan Kup	" 40	蟹
Labrus,—Wong Yu Yu	" 22	蟹
Loach,—Wu Yu	" 20	蟹
Lobsters,—Lung Ha	" 50	蟹
Monk Fish,—Chi Yu	" 32	蟹
Mullet,—Mung Yu	" 28	蟹
Mullet,—Chai Yu	" 28	蟹
Oysters,—Sang Hoo	" 20	蟹
Parrotfish,—Kai Kung Yu	" 18	蟹
Perch,—Tau Lo	" 19	蟹
Pike,—Fa Paw Poong	" 8	蟹
Plaice,—Pan Yu	" 18	蟹
Pomfret, Black,—Hak Chong	" 24	蟹
Pomfret, White,—Pak Chong	" 30	蟹
Prawn,—Ming Ha	" 32	蟹
Ray,—Pai Yu	" 9	蟹
Rock Fish,—Sek Ka Kung	" 16	蟹
Sardine,—Chai Yu	" 10	蟹

肉食

Salmon,—Ma Yan Y	lb. 40	魚
Shark,—Sa Yu	" 9	魚
Skate,—Po Yu	" 11	魚
Shrimps,—Ha	" 32	蟹
Snapper,—Lap Yu	" 30	蟹
Soles,—Tat Sa Yu	" 24	蟹
Tench,—Wan Yu	" 17	蟹
Turbot,—Chio How Yu	" 24	蟹
Turtles, small, fresh water,—Kork Yu	" 56	蟹
White Bat,—Ngau Yu Chai	" 1	蟹

COMMERCIAL.

Coal Report.

Messrs. Hughes and Hough's report dated Hongkong, 19th July, states:—

Coals Expected:—Japan, 43,000.

Arrivals:—July, 6, Chun-sang, s.s., 3,000 tons Hongkong for Canton; 7, Awa Maru, s.s., 900 tons Moji, sold; 7, Yatsing, s.s., 2,700 tons Sebatik, sold; 8, Onsang, s.s., 3,700 tons Chin-wangtung, part for Canton; 9, Namsang, s.s., 2,700 tons Wakamatsu, sold; 10, Maehew, s.s., 2,000 tons Hongkong, sold; 10, Shinkai Maru, s.s., 5,500 tons Moji, sold; 12th Rajah, s.s., 3,000 tons Wakamatsu for Canton; 14, No. 3. Otau Maru, s.s., 3,500 tons Dairen, sold; 14, Ervikop, s.s., 2,800 tons Dairen for Canton; 15, Bonlawers, s.s., 5,000 tons Moji, sold; 17, Tem-paijan Maru, s.s., 7,000 tons Moji, sold; 18, Dainichi Maru, s.s., 5,000 tons Kuantan, sold.

Sales:—A sale of 2,000 tons Takashima Dust reported on private terms.

Quotations:—Cardiff \$28.00 ex-godown offering. Yubari Lump \$12.00 ex-ship nominal. Australian West Wallsend \$11.25 ex-ship, nominal, no stocks. Miiki Lump \$10.50 to \$11.00 ex-ship, nominal. Moji Lump \$7.75 to \$8.00 ex-ship, steady. Moji Unscreened, \$6.00 to \$8.00 ex-ship steady. Akuike Lump \$7.75 to \$8.00 ex-ship steady. Kaiping Navy Lump \$10.00 to \$10.25 ex-ship nominal. Kaiping Loco Lump \$7.50 to \$7.75 ex-ship. Kaiping No. 5 Dust \$6.50 to \$6.75 ex-ship. Kaiping No. 1 Dust \$6.25 ex-ship. Peshun Lump \$8.00 ex-ship steady. Peshun Unscreened \$7.00 ex-ship steady. Peshun Dust \$6.25 ex-ship steady. Lanchao Lump \$7.25 ex-ship. Lanchao Dust \$6.25 ex-ship.

Raw Rubber Values.

The principal feature to note in the report of Messrs. Geo. White and Co. dealing with the position of the raw rubber market is that the improving tendency was continued up to nearly the middle of June, says the "Globe," when 4s. 10.1-2d. was reached for spot hard fine Para, showing an advance of 2.3-4d. since the previous quotation. The forward position also moved in sympathy, but not to the same extent, demand for spot being stimulated by scarcity of plantation sorts available in London on account of the strike. For the same reason business in spot plantation has been much restricted and quotations have been rather nominal. 5s. 1.1-2d. having been reported paid for pale crepe, with possible buyers over that figure. A satisfactory feature has been that forward positions have participated in the advance, the following transactions having been reported in First Latex Crepe:—July-September, 4s. 11.1-2d.; October-December, 4s. 11.1-2d.; and 4s. 6d. for monthly deliveries throughout 1913.

Hemp Output in the Philippines. Reports from Samar, Philippines, bearing on agricultural conditions for the month of June state that on the east and north coast the drought continued throughout the month. On the west coast there was some rain. Everything is practically dried up and the probabilities are that the food supply in parts of the island not visited by rain will be very much limited, but no real famine is expected.

A hemp press has been installed by a commercial firm at Catbalogan, says the "Manila Times," and this should bring about an increase in the hemp production in that district which has been gradually falling off for the past few months. Previous to the installation, hemp from Catbalogan was shipped in loose bundles to Manila at low quotations, but since the press was installed all hemp shipped out is classified according to grades and baled, with a resulting better price for the fibre.

Recognition of the Republic.

It is stated that the recognition of the Republic of China by the foreign Powers will be discussed between China and the Foreign Powers after the first Parliament of China has been formed next year.

GERMAN VIEW OF THE REVOLUTION.

The results of the Chinese revolution are judged very unfavourably by a former German Ambassador to China, Herr von Brandt, in the June "Deutsche Rundschau." Even putting on one side the constant military risings and plunderings, he says, no other opinion can be expressed of the consequences of the movement, although wide circles abroad have been misled by the fine words of the revolutionaries. The army, in which has lain a certain surety for the quiet development of China, has been ruined for decades and deserves no confidence; for what has happened also may happen again. China's finances, he further declares, have also been ruined for a long time to come by the disturbances and consequent unrest and the interference with the sources of revenue. In place of a possible constitutional monarch, for whose prosperous development all the needed elements were to hand, the phantom of a Republic has been set up, and a free rein has been given to untrained ambition where nothing would have been easier than to guide it in the way of order. Altogether Herr von Brandt, who has had a lengthy experience of China, regards the outlook in the Middle Empire in a very pessimistic light. It is quite clear from his article that he is no follower of or believer in Sun Yat-sen and his gospel.

ISMAY AND THE ICE WARNING.

Court to Hear why Wireless Message was Submitted to Him.

London, June 11.—At the resumption to-day of the Board of Trade inquiry into the Titanic disaster, Sir Rufus Isaacs, Attorney-General, announced his intention of submitting to the court that the wireless dispatch which notified that ice had been seen in the route of the Titanic was handed to J. Bruce Ismay in his capacity as managing director of the White Star Company, because of its seriousness.

One of the admiralty hydrographers, Capt. Francis S. Miller, who he gave his opinion in opposition to the introduction of searchlights on liners. Capt. Hayes of the White Star Line declared that the world-wide practice was not to slacken speed in the vicinity of ice. He continued: "You can always see ice," and added that in the case of the Titanic abnormal circumstances had arisen which had never been experienced before.

Notices

NOTICE.

HONGKONG AND CHINA GAS COMPANY, LIMITED.

THE unexpectedly large demand for GAS COOKING STOVES has exhausted the Company's stock of new stoves. More are being telegraphed for, and intending customers for same are requested to furnish their names and addresses to the Company so that no undue delay will arise in fixing the stoves when they arrive. GEORGE CURRY, Local Secretary. Gas Office, Hongkong, 9th July, 1912. [503]

CHRISTIAN SCIENCE SOCIETY OF HONGKONG invites the public to attend a LECTURE ON CHRISTIAN SCIENCE AT THE THEATRE ROYAL, CITY HALL. TUESDAY, 23rd JULY, at 6.30 P.M.

The Lecture will be delivered by Bliss Knapp, O.S.B., Member of the Board of Lectureship of The Mother Church, The First Church of Christ, Scientist, in Boston, Massachusetts. Hongkong, 9th July, 1912. [513]

Public Companies

THE WEST POINT BUILDING COMPANY, LTD.

AN Interim Dividend of Two Dollars per share for the Six months ending 30th June will be payable on MONDAY, 28th July on which date Dividend Warrants may be obtained on application at the Company's office. The TRANSFER BOOKS of the Company will be closed from SATURDAY, the 20th July to MONDAY, the 23rd July (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors, MOWBRAY S. NORTHCOTE, Acting Secretary to the Hongkong Land Investment & Agency Co., Ltd. General Agents for the WEST POINT BUILDING CO., LTD. Hongkong, 4th July, 1912. [508]

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LTD.

AN Interim Dividend of Three and half Dollars per share for the Six months ending 30th June will be payable on MONDAY, 29th July on which date Dividend Warrants may be obtained on application at the Company's office. The TRANSFER BOOKS of the Company will be closed from SATURDAY, the 20th July to MONDAY, the 23rd July (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors, MOWBRAY S. NORTHCOTE, Acting Secretary. Hongkong, 9th July, 1912. [507]

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE NINETY-SECOND ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 6th August, at 12 o'clock Noon, for the purpose of receiving a Report of Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from 23rd July to 6th August, both days inclusive. By Order of the Board of Directors, W. E. CLARKE, Secretary. Hongkong, 2nd July, 1912. [518]

INDO-CHINA STEAM NAVIGATION CO., LTD.

THE TRANSFER BOOKS of the Company will be CLOSED from TO-DAY the 11th July, to THURSDAY, 1st August, 1912 (both days inclusive), during which period no transfer of shares can be registered. By Order of the Board of Directors, JARDINE, MATHESON & CO., LTD., General Managers. Hongkong, 11th July, 1912. [519]

Consignees

NOTICE TO CONSIGNEES. FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "DILWARA," having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside. Cargo impeding the discharge will be landed at once, at consignees' risk and expense. Cargo remaining on board after 2 P.M. of the 22nd inst., will be landed at consignees' risk and expense. Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at consignees' risk and expense. No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned. DAVID SASSOON & CO., LTD. Agents. Hongkong, 19th July, 1912. [531]

FOR SINGAPORE, PENANG AND CALCUTTA. (Taking cargo on Through Bills of Lading to Rangoon, Madras, and Mauritius). THE Steamship "GREGORY APCAR," Capt. J. E. Drake, will be despatched for the above ports on THURSDAY, the 25th inst., at 1 P.M. For Freight or Passage, apply to DAVID SASSOON & CO., LTD. Agents. Hongkong, 17th July, 1912. [532]

FOR SHANGHAI, KOBE AND MOJI. THE Steamship "DILWARA," Capt. W. J. Bishop, will be despatched for the above ports on TUESDAY, the 23rd July, at 4 P.M. The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor. RETURN TOURS TO JAPAN (Occupying 20 days). The Steamer leaves about every 3 weeks for Shanghai, and Kobe (Inland Sea), returning via Moji, providing a stay of 5 to 6 days in Japan. Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$120. For Further Particulars, apply to DAVID SASSOON & CO., LTD. Agents. Hongkong, 17th July, 1912. [532]

Banks

INTERNATIONAL BANKING CORPORATION.

Depository of the U.S. Government in the Philippines Islands and the Republic of Panama. Head Office: 60, Wall Street, New York. London Office: 25, Bishopsgate, E.C. 2.

BRANCHES: Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama. Capital and Reserve: \$25,000,000. Assets: \$100,000,000.

EVERY DESCRIPTION OF BANKING BUSINESS transacted. CURRENT ACCOUNTS opened on the usual terms. DEPOSITS RECEIVED, fixed for the year at 4% per annum or for shorter periods, at rates, which may be ascertained on application. HILLS NEGOTIATED AND COLLECTED. MAIL AND TELEGRAPHIC REMITTANCES made. LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the world. THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world. COMMERCIAL LETTERS OF CREDIT. PURCHASE AND SALE OF Stocks and Shares effected. The Officers of the Bank are bound not to disclose the transactions of any of its customers. GEORGE HOGG, Manager. 9, Queen's Road, Hongkong. Hongkong, 22nd March, 1912. [19]

YOKOHAMA SPECIE BANK, LIMITED.

Established 1880. AUTHORIZED CAPITAL Yen 15,000,000. Paid-up Capital Yen 30,000,000. RESERVE FUND Yen 17,500,000. Head Office: YOKOHAMA.

Branches: Antwerp, London, Lyons, Madrid, Milan, Naples, Paris, Rome, San Francisco, Shanghai, Singapore, Yokohama. Deposits received for fixed periods at rates to be obtained on application. TAKEO TAKAMICHI, Manager. Hongkong, 1st April, 1912. [18]

To Sail

"INDRA" LINE, LIMITED.

FOR BOSTON AND NEW YORK. THE Steamship "INDRAGHRI," Capt. W. E. Kelway, will be despatched as above on 30th July. This steamer has superior accommodation for a limited number of stateroom passengers. Fare to Boston, or New York, £35. For Freight or passage, apply to JARDINE, MATHESON & Co., Ltd. Agents. Hongkong, 25th June, 1912. [467]

AMERICAN & MANOHURIA LINE.

(Hucknall Steamship Lines, Ltd.). FOR BOSTON AND NEW YORK. THE Steamship "KANSAS," Capt. R. Licklater, will be despatched from this Port on or about the 9th August. For Freight and further particulars apply to THE BANK LINE, LIMITED, General Agents. Hongkong, 5th July, 1912. [498]

Regular Steamship Service

With Liberty to call at the Malabar Coast. PROPOSED SAILING FROM HONGKONG. FOR NEW YORK. S.S. "ATHOL" on or about 28th August. For Freight and further information, apply to DODWELL & CO., LTD., Agents. Hongkong, 16th July, 1912. [525]

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship "DILWARA," Capt. W. J. Bishop, will be despatched for the above ports on TUESDAY, the 23rd July, at 4 P.M. The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor. RETURN TOURS TO JAPAN (Occupying 20 days). The Steamer leaves about every 3 weeks for Shanghai, and Kobe (Inland Sea), returning via Moji, providing a stay of 5 to 6 days in Japan. Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$120. For Further Particulars, apply to DAVID SASSOON & CO., LTD. Agents. Hongkong, 17th July, 1912. [532]

Banks

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL: \$10,000,000. RESERVE FUND: \$10,000,000. ASSETS: \$10,000,000.

BRANCHES: Canton, Hankow, Hongkong, Kobe, Shanghai, Yokohama. Capital and Reserve: \$10,000,000. Assets: \$10,000,000.

EVERY DESCRIPTION OF BANKING BUSINESS transacted. CURRENT ACCOUNTS opened on the usual terms. DEPOSITS RECEIVED, fixed for the year at 4% per annum or for shorter periods, at rates, which may be ascertained on application. HILLS NEGOTIATED AND COLLECTED. MAIL AND TELEGRAPHIC REMITTANCES made. LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the world. THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world. COMMERCIAL LETTERS OF CREDIT. PURCHASE AND SALE OF Stocks and Shares effected. The Officers of the Bank are bound not to disclose the transactions of any of its customers. GEORGE HOGG, Manager. 9, Queen's Road, Hongkong. Hongkong, 22nd March, 1912. [19]

YOKOHAMA SPECIE BANK, LIMITED.

Established 1880. AUTHORIZED CAPITAL Yen 15,000,000. Paid-up Capital Yen 30,000,000. RESERVE FUND Yen 17,500,000. Head Office: YOKOHAMA.

Branches: Antwerp, London, Lyons, Madrid, Milan, Naples, Paris, Rome, San Francisco, Shanghai, Singapore, Yokohama. Deposits received for fixed periods at rates to be obtained on application. TAKEO TAKAMICHI, Manager. Hongkong, 1st April, 1912. [18]

To Sail

"INDRA" LINE, LIMITED.

FOR BOSTON AND NEW YORK. THE Steamship "INDRAGHRI," Capt. W. E. Kelway, will be despatched as above on 30th July. This steamer has superior accommodation for a limited number of stateroom passengers. Fare to Boston, or New York, £35. For Freight or passage, apply to JARDINE, MATHESON & Co., Ltd. Agents. Hongkong, 25th June, 1912. [467]

AMERICAN & MANOHURIA LINE.

(Hucknall Steamship Lines, Ltd.). FOR BOSTON AND NEW YORK. THE Steamship "KANSAS," Capt. R. Licklater, will be despatched from this Port on or about the 9th August. For Freight and further particulars apply to THE BANK LINE, LIMITED, General Agents. Hongkong, 5th July, 1912. [498]

Regular Steamship Service

With Liberty to call at the Malabar Coast. PROPOSED SAILING FROM HONGKONG. FOR NEW YORK. S.S. "ATHOL" on or about 28th August. For Freight and further information, apply to DODWELL & CO., LTD., Agents. Hongkong, 16th July, 1912. [525]

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship "DILWARA," Capt. W. J. Bishop, will be despatched for the above ports on TUESDAY, the 23rd July, at 4 P.M. The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor. RETURN TOURS TO JAPAN (Occupying 20 days). The Steamer leaves about every 3 weeks for Shanghai, and Kobe (Inland Sea), returning via Moji, providing a stay of 5 to 6 days in Japan. Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$120. For Further Particulars, apply to DAVID SASSOON & CO., LTD. Agents. Hongkong, 17th July, 1912. [532]

Banks

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL: \$10,000,000. RESERVE FUND: \$10,000,000. ASSETS: \$10,000,000.

BRANCHES: Canton, Hankow, Hongkong, Kobe, Shanghai, Yokohama. Capital and Reserve: \$10,000,000. Assets: \$10,000,000.

EVERY DESCRIPTION OF BANKING BUSINESS transacted. CURRENT ACCOUNTS opened on the usual terms. DEPOSITS RECEIVED, fixed for the year at 4% per annum or for shorter periods, at rates, which may be ascertained on application. HILLS NEGOTIATED AND COLLECTED. MAIL AND TELEGRAPHIC REMITTANCES made. LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the world. THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world. COMMERCIAL LETTERS OF CREDIT. PURCHASE AND SALE OF Stocks and Shares effected. The Officers of the Bank are bound not to disclose the transactions of any of its customers. GEORGE HOGG, Manager. 9, Queen's Road, Hongkong. Hongkong, 22nd March, 1912. [19]

Exchange

Selling.	Buying.
7/11/18/10	1 m/l. L/O 2- 5/16
Omaha 1/11/11	1 m/l. D/P 3- 7/16
0 d/s 1/11/15/16	6 m/l. L/O 3- 3/4
0 d/s 3- 1/10	30 d/s Sydney & Melbourne 3- 9/16
1 m/l. 3- 1/10	30 d/s San Francisco & New York 4- 1/2
1 m/l. 3- 1/10	1 m/l. Marks 3- 308
1 m/l. 3- 1/10	1 m/l. France 3- 355
1 m/l. 3- 1/10	1 m/l. do 3- 357
1 m/l. 3- 1/10	Bar Silver, ready 3- 371
1 m/l. 3- 1/10	forward 3- 38
1 m/l. 3- 1/10	Bank of England rate 3- 38
1 m/l. 3- 1/10	sovereigns 3- 10

Subsidiary Coins.	Opium Quotation.
Discount per \$100.	July 20.
Chinese 20 cts. pieces ... \$64	Malwa, New ... \$3,050 per pic.
Chinese 10 ... \$74	Malwa, Old ... 3,150 "
Hongkong 20 ... \$86	Malwa, V. Old ... 3,250 "
Hongkong 10 ... \$86	Perdan, fine quality 1,600 "
	Patna, New ... 3,600 per che.
	Patna, Old ... 3,650 "
	Benares, New ... 3,650 "
	Benares, Old ... 3,600 "

SHARE REPORT

STOCKS & PAID UP VALUE.	CLOSING PRICES.	LAST DIVIDEND AND DATE.
HONGKONG & SHANGHAI BANKING CORPORATION	\$125	\$15.00 at 1/10 equal to \$24.37 for 1 year ending 31-12-11. \$2 equal \$22.33 for 1 year ending 30 June 1911
Marine Insurance Co.	\$50	\$16 for 1910
North China	\$5	Interim of 10/- for 1911
Yatong	\$100	Final of \$20 making \$50 for 1910 and Interim of \$20 for 1911
Yangtze	\$50	\$12 for 1 09 and Int. of \$8 on account of 1910
China Fire & Marine Insurance Co.	\$50	\$7 & 1/2 of \$2 for 1910
Longkong Fire	\$50	\$27 for 1910
China & Malacca	\$25	\$1 for 1908
Oongas Steamships	\$50	5 p.c. for year ending 30-6-11
Steamboats	\$15	Dividend of \$1 for half year ending 31-12-11
Indo-China (Preferred)	\$5	8% final making 6% for 1908 & 6% for 1909 on preferred shares
Shell Transport & Trading Co.	\$1	3/- per share Coupon No. 18
"Star Ferry"	\$10	15 p.c. for year ending 30-6-11
China Sugar	\$100	\$5 for 1911
London Sugar	\$100	\$5 for 1897
Chinese Engineering	\$1	1/8 per share final 1911 (Coupon No. 18)
Tonghai	\$1	1s. 2d. per share on 150,000
Rainbow	\$1	\$8 for year ending 31-12-11
DOCKS, WHARVES, & GODOWNS	\$50	\$1 final dividend for year 1912
H. K. & W. Poon Docks	\$50	Tb. 2% for 1910
Shanghai Docks	T. 100	Final of Tls. 4 for 1910
Hongkong Wharves	T. 100	Tls. 6 2/3-2-10
LANDS, HOTELS & BUILDINGS	T. 100	\$3 on old shares, \$1.50 on new shares for half year 31-12-11
Anglo French Lands	T. 100	Interim div. of \$3 for 1911
Hongkong Hotels	\$50	40 cents for 1911
Hongkong Lands	\$100	\$2.75 for 1911
Hampshire Estates	\$10	5% for half year to 30-6-11.
Kowloon Lands	\$20	Interim div. of \$2 for 1911
Shanghai Lands	T. 30	and final of \$2 making \$4.00 for 1911
West Point	\$50	15 per cent. for 1910
Manila M'pole Hotel	P. 10	T4 for year ended 31-10-10
COTTON MILLS	T. 50	T7 for year ended 30-12-10
Ewas	T. 50	50 cents 31-7-08
Hongkong Cottons	\$10	\$1 for 1911
MISCELLANEOUS	\$1	
China-Borneo	\$12	
Light & Power	\$10	
Do. (Spec. share)	\$1	
China Provident	\$10	70 cents for 1911
Dairy Farms	\$6	\$1.25 for year ending 31-7-11
Green Islands	\$10	40 cents for 1911
Hongkong Electric	\$10	\$1.40 per share
Hongkong Ice	\$25	Final div. of \$10 for year ending 31-12-11
Hongkong Ropes	\$10	\$1 interim account 1911
Langkat	\$ 10	Interim div. 1.1, 15-8-12
Morning Post	\$75	Interim div. T. 1, 15-6-12
Peak Tramway	\$10	None
Do. (new)	\$1	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30-4-12
Philippines	\$10	First year
H. Price & Co., Ltd.	\$10	
Societe des Papiers et Papieries	\$50	
de Tonkin	\$10	
Shanghai-Sumatra	T. 20	No dividend this year
Steam Laundry	\$5	60 cts. for year ending 30-6-11
United Asbestos Oriental Agency, Ltd.	\$10	15 per cent. per ordinary share for year ended 31-5-1911
United Asbestos	\$10	75 cents. per share for year ending 31-12-11
Founders Shares	\$10	10 per cent. for year ending 31-7-10
Union Waterboat	\$10	30 cents for 1910
Widemann, Ltd.	\$10	
William Powell	\$10	

